N.W.P.R.R.
Southern Div.
Sausalito.

TRANSIT BOOK

14.113.0119

-T-14-

O.K.

No. 48478
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The Hicks-Judd Company
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Duplicate

Station							Centre				
6+50		-4.0 / 120	-3.8 / 44	-4.2 / 33	-1.2 / 27	+0.3 / 20	0.0 / 0	-0.3 / 14	-1.8 / 20	-2.7 / 38	-3.0 / 33
7+50	-3.5 / 108	-3.7 / 57	-7.5 / 52	-7.4 / 43	-4.4 / 32	+0.3 / 21	0.0 / 0	-0.5 / 15	-1.3 / 21	-1.6 / 27	
8+50		-4.0 / 130	-3.9 / 59	-7.7 / 56	-7.7 / 39	+0.2 / 21	0.0 / 0	0.0 / 4	-0.8 / 6	-0.7 / 32	
9+50		-4.8 / 100	-4.7 / 63	-7.7 / 60	-7.7 / 40	+0.2 / 19	0.0 / 0	0.0 / 4	-1.0 / 7	-1.1 / 30	
10+50			-5.4 / 75	-5.7 / 60	-8.7 / 42	0.0 / 27	0.0 / 0	-0.3 / 9	-0.7 / 24		

-WILLITS- X-Sections Data for Prop. Yard Changes-

12-19-14
W.J.R. & Andrews
Berry-

(6/1)

(5) 7301+50. $\frac{-1^{2}}{130}$ $\frac{-1^{5}}{115}$ $\frac{-1^{2}}{110}$ $\frac{-1^{0}}{83}$ $\frac{-0^{9}}{80}$ $\frac{-0^{8}}{50}$ $\frac{-2^{2}}{23}$ $\frac{00}{9}$ $\frac{00}{6}$ $\frac{00}{8}$ $\frac{-1^{4}}{11}$ $\frac{-1^{4}}{38}$

Equation $\frac{7302+04^{5}\ \text{Oper} =}{0+00\ \text{Const} =}$

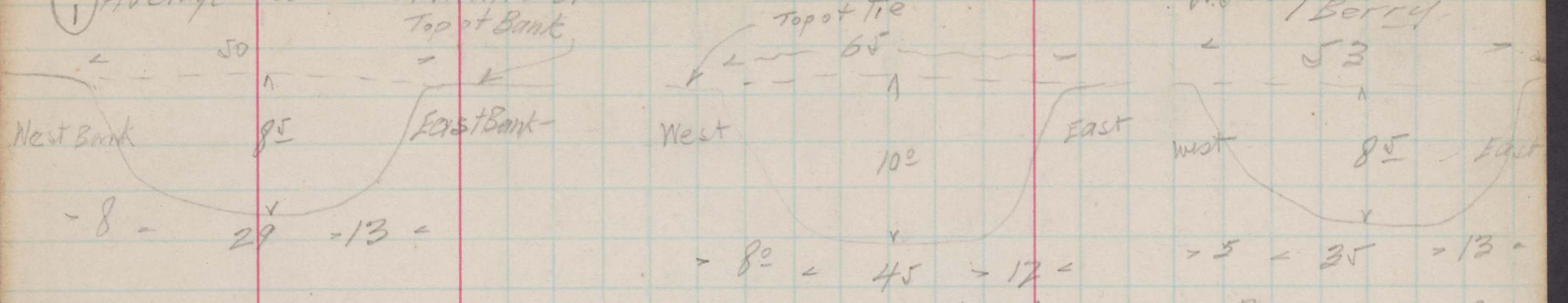
0+50 - construction	$\frac{-1^{7}}{125}$	$\frac{-1^{5}}{95}$	$\frac{-1^{2}}{50}$	$\frac{-1^{3}}{24}$	$\frac{-2^{3}}{24}$	$\frac{-0^{6}}{19}$	$\frac{-0^{3}}{6}$	$\frac{00}{5}$	$\frac{00}{0}$	$\frac{00}{9}$	$\frac{-1^{7}}{15}$	$\frac{-2^{0}}{33}$
1+50 -	$\frac{-2^{1}}{130}$	$\frac{-2^{0}}{60}$	$\frac{-2^{0}}{36}$	$\frac{-2^{7}}{27}$	$\frac{-0^{5}}{19}$	$\frac{00}{5}$	$\frac{00}{0}$	$\frac{00}{9}$	$\frac{-1^{8}}{16}$	$\frac{-1^{7}}{44}$		
2+50	$\frac{-2^{9}}{125}$	$\frac{-2^{5}}{70}$	$\frac{-2^{0}}{60}$	$\frac{-3^{0}}{31}$	$\frac{-0^{2}}{24}$	$\frac{+0^{2}}{19}$	$\frac{00}{0}$	$\frac{00}{8}$	$\frac{-1^{9}}{13}$	$\frac{-2^{2}}{32}$		
3+50	$\frac{-3^{0}}{125}$	$\frac{-3^{0}}{111}$	$\frac{-2^{6}}{61}$	$\frac{-3^{0}}{37}$	$\frac{-3^{9}}{31}$	$\frac{+0^{2}}{18}$	$\frac{00}{0}$	$\frac{00}{8}$	$\frac{-2^{3}}{18}$	$\frac{-2^{4}}{37}$		
4+50	$\frac{-3^{7}}{125}$	$\frac{-3^{7}}{93}$	$\frac{-3^{7}}{63}$	$\frac{-3^{0}}{51}$	$\frac{-5^{7}}{36}$	$\frac{00}{18}$	$\frac{00}{0}$	$\frac{00}{7}$	$\frac{-3^{6}}{16}$	$\frac{-3^{7}}{39}$		
5+50	$\frac{-3^{9}}{130}$	$\frac{-4^{6}}{68}$	$\frac{-4^{4}}{32}$	$\frac{00}{18}$	$\frac{00}{0}$	$\frac{00}{7}$	$\frac{-4^{0}}{18}$	$\frac{-2^{2}}{23}$	$\frac{-2^{9}}{33}$			

Station	Left	Right
4+60 Top of Bank on ℄		00/0, -03/25, -30/35, -05/52, -90/105
5+00	+07/125, -03/100, 00/77, -07/50, -08/28, -20/20, 00/14	00/0, -03/19, -20/30, -05/38, -10/50, -10/52, -34/59, -20/76
		-14/100 Top of Bank
6+35	+06/150, +03/125, -13/111, -05/100, +05/82, +02/50, +03/41	00/0, -05/16, -24/21, -20/33, -21/50, -19/64, -20/74, -23/100
7+50	+05/137, -12/113, +03/95, +03/60, -02/50, -03/32, -14/18	00/0, 00/5, -11/23, -30/32, -14/41, -15/50, -16/56, -20/75
8+50	-04/125, -00/95, -14/65, 00/50, +01/32, -03/20, 00/6	00/0, 00/6, -13/19, -17/37, -11/50, -23/75
9+50	-02/126, -05/90, -07/50, -06/35, -13/19, -10/11, 00/6	00/0, 00/6, -18/42, -11/49, -12/60
7300+50	-12/127, -09/82, -18/70, -11/50, -10/29, -20/23, -11/20, -08/9, 00/6	00/0, 00/6, -09/13, -05/30, -11/45, -02/50

(4)

– Willits – X-Sections – Prop. Yard Changes – 12-19-14

(M-1) Average Sections of Willits Creek – N.J.R. – Andrews / Berry



Above 137 N – Average — Along Present Main — Below 137 N – Average

7293 + 85 Bank.

-2.0 / 150	-9.5 / 73	-10.0 / 20	-2.2 / 00	-1.3 / 10	-0.8 / 33	-0.8 / 47	-1.7 / 66	+1.8 / 79	-0.5 / 83	-0.5 / 95
					-3.3 / 105	-2.0 / 135				

4 + 25

+0.3 / 140	-0.4 / 90	-0.7 / 40	-10.2 / 0	-11.1 / 100	-2.0 / 120

Referance Pts.	Laughlin - Ridgewood.	" 117-126
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N
1.

(1)

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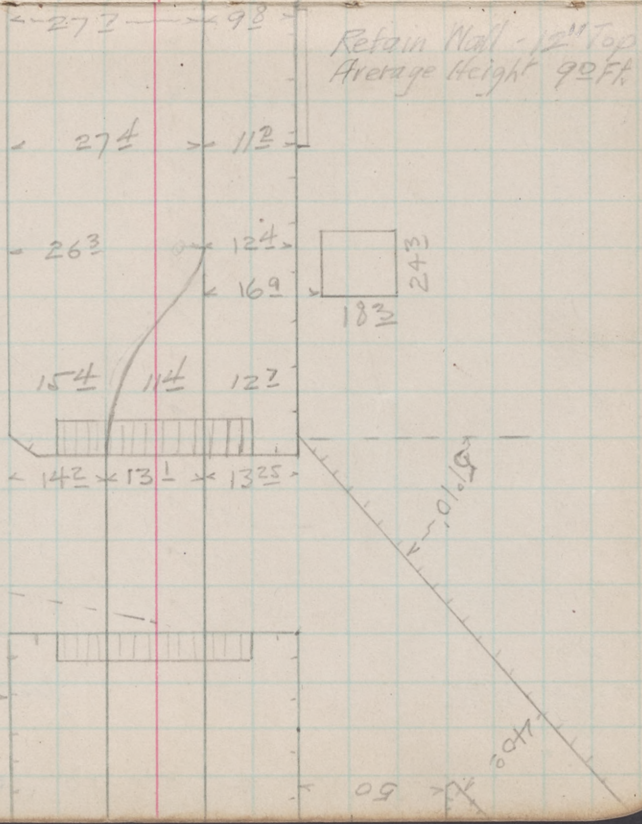
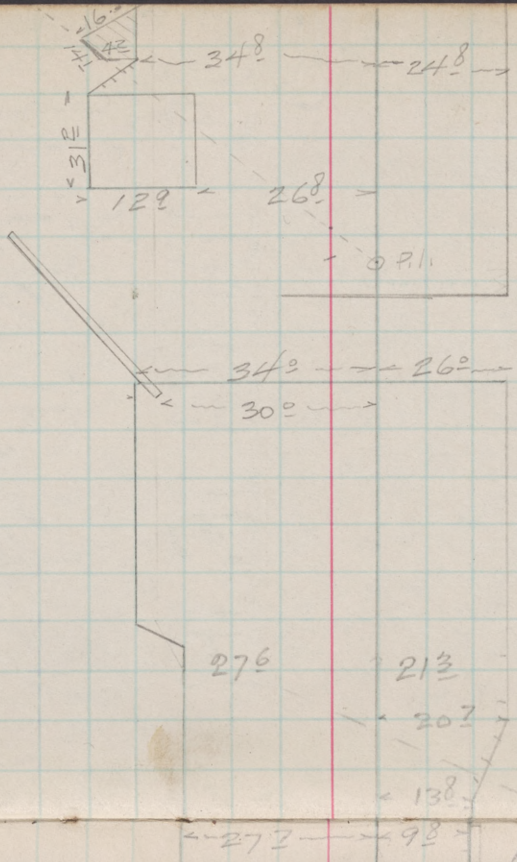
Referance Pts.	Laughlin — Ridgewood.	"	117-126
Station Plan Notes	Hilbass		[illegible]

536 + 64.0	Approx. End of Curve	
535 + 74.5	E.E. Conc. Ret. Wall-	
+ 77.7	W.E. Ret. Wall-	Concrete-
534 + 36.3	E.L. House.	
534 + 33.5	P.S. No	Sw. stand-
534 + 12.2	W.L. House	B.C. Curve
532 + 80		
531 + 76.1	W.L. Cat. Gu	B.C. Curve to Turnout.

Stone Wall-
531 + 25.9



$547+17^{3}$	E. Cor. House.
$546+97^{1}$	Angle In Fence
$546+83^{0}$	E.L. Depot.
$546+51^{8}$	W.L. Depot
$546+44^{6}$	P.I. St. Line
$546+04^{0}$	W.L. Cat. Gu.
$545+43^{0}$	E.L. Cat. Gu. 17-B.
$545+38^{0}$	End 24" Corrugated Iron Pipe
$537+62^{9}$	Angle In Fence -
$537+19^{3}$	" "
$536+84^{5}$	" " "
$536+64^{0}$	Approx. End of Curve
$535+74^{5}$	E.F. Cor. Ret. Wall



SAN ANSELMO - MANOR -
PARTIAL DATA FOR DOUBLE TRACKING
12-15-14
H.H.R. Andrews -

$564+20^{0}$	Manhole (Concrete) 6' High -		← 29 →	Manhole - 6' High -
564+00	End of Fence - W.E. Pile & Plank - Ret. Wall -		< 13^{4} >	
3+62	Angle In Fence -	27^{0}	28^{5}	
563+00		27^{9}	30^{5}	← 22 →
562+50				← 32^{0} →
562+00		28^{6}	30^{0}	← 20 →
561+00		29	29^{2}	
560+00		29^{3}	29^{4}	
550+00	Bank on Left is 19^{7} from ℄			
$548+59^{7}$	Fence Line	34^{0} 34^{2}	25^{6}	

y

-SAN ANSELMO - MANOR-

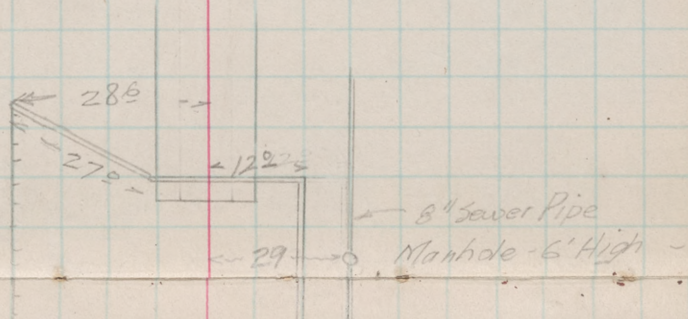
-PARTIAL DATA RELATIVE TO DOUBLE TRACKING-

12-15-14

H.T.R.

Andrews-

564 + 49^{8}	End Ret Wall & Fence-
564 + 43^{8}	Ret. Wall
564+37^{8}	W. E. Trestle
564+20^{0}	Man hole (Concrete) 6' High-



1+20 | 0.0/[illegible] -0.3/10 -1.4/30 -1.0/50 -1.0/90 -1.2/100

1+50 | -0.2/90 -0.4/110 -1.2/77 -0.2/60 +0.5/56 +0.6/41 -0.2/44 -0.8/30 0.0/27 | 0.0/0 -0.3/10 -1.5/31 -0.9/48 -0.9/51 -1.0/87 -1.8/102 -4.0/250

-1.2/111 -1.6/130 -4.6/142 -5.0/200 -2.0/220 -2.0/230 -4.5/250

1+80 | 0.0/0 -0.4/11 -1.3/30 -1.0/50 -1.0/80 -4.2/215 -2.0/220

-4.9/250

2+50 | -0.5/105 +0.2/81 -0.9/50 -2.0/40 -1.0/24 -0.4/22 | 0.0/0 -0.1/4 -1.4/20 -1.7/47 -1.5/95 -3.1/135 -3.1/150

3+00 | This Section Hits Creek at 300' Lt

-2.0/155 -1.0/142 -0.5/130 -2.2/124 -2.3/90 -1.0/76 -1.0/50 -1.7/14 0.0/7 | 0.0/0 0.0/11 -1.0/14 -1.2/21 -2.4/29 -1.3/41 -0.5/65 -0.7/100

-0.2/150 +1.0/200 +0.7/250 +1.9/300

See Page # 3

6

WILLITS - X sections For Proposed Yard Changes

12-19-14
W. J. R.

7286 — 00/0, 00/4, -05/6, -09/22, -12/32, -07/34

7 — 00/0, 00/4, -04/6, -11/22, -12/34, -07/36

8 — -05/68, 00/44, +02/29, 00/0, 00/5, -04/7, -08/22, -11/31, -09/33

9 — 00/133, +05/123, -02/102, +05/98, +01/92, -03/84, -02/68, 00/37, +04/25, 00/0, 00/5, -07/7, -15/21, -14/32, -09/33, -10/34

Balance of sections taken from ℄ of old Main Line ⟵ Note.

7290 — +03/120, +04/100, 00/88, -09/50, -01/34, 00/18, +04/7, 00/4, 00/0, 00/14, -03/19, -05/30, -10/41, -06/52

+50 — 00/127, +13/123, +14/114, +03/100, +06/59, -09/66, -01/50, -01/39, -03/14, +01/11, 00/0, 00/13, -05/15, -11/36, -08/52

1+20 — 00/0, -03/10, -14/30, -10/50, -10/90, -12/100

9+10	W. Line Road Xing	+05/00	+05/16	+05/29	00/38	+05/44	+04/50
+70		+05/00	+03/8	00/36			
7280		00/0	00/1	00/18	-03/36		
81		00/0	00/4	-05/20	-05/35		
2		00/0	00/4	-07/15	-06/33	-06/39	
3		00/0	00/4	-03/6	-07/24	-07/35	
4		00/0	00/4	-04/6	-10/26	-12/33	-08/35
+03	12"x18 Box To Be Extended-						
5		00/0	00/4	-03/6	-05/22	-06/33	-04/35

8

Cross Sections — Willits Yard — For Proposed Yard Changes

12-19-14

W.T.R.

Andrews & Berry —

All measurements up to and including Sta. 7289 taken from ℄ Prop. Main Line

00 = Top of Tie at each Station

7274	$\frac{00}{0}$	$\frac{-0^{3}}{19}$	$\frac{-0^{7}}{31}$	$\frac{-1^{0}}{48}$	$\frac{-1^{1}}{70}$		
7275	$\frac{00}{0}$	$\frac{-0^{3}}{22}$	$\frac{-0^{1}}{40}$	$\frac{-1^{0}}{57}$	$\frac{-1^{3}}{98}$		
+50	$\frac{00}{0}$	$\frac{00}{8}$	$\frac{-0^{8}}{11}$	$\frac{-0^{6}}{26}$	$\frac{-0^{5}}{42}$	$\frac{-1^{0}}{55}$	$\frac{-1^{2}}{80}$
6	$\frac{00}{0}$	$\frac{00}{7}$	$\frac{-1^{0}}{10}$	$\frac{-1^{1}}{30}$	$\frac{-0^{6}}{32}$		
7	$\frac{00}{0}$	$\frac{00}{7}$	$\frac{-0^{6}}{10}$	$\frac{-0^{6}}{34}$			
8	$\frac{00}{0}$	$\frac{00}{5}$	$\frac{-0^{6}}{34}$				
+90	$\frac{00}{0}$	$\frac{00}{4}$	$\frac{-0^{6}}{11}$	$\frac{-0^{4}}{27}$	$\frac{-0^{1}}{28}$		

30 " " " Frog
30 " " " Pt. Rails

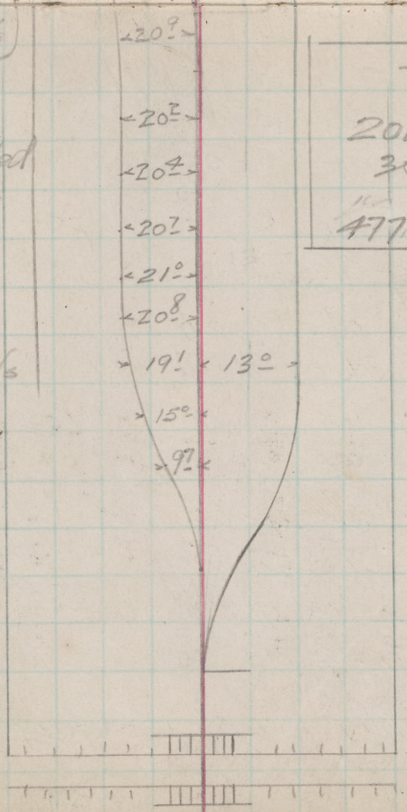
+50
+61 8 P.S.
8
+50
9
+50
10
10+50
11+00
11+50
11+95 7 P.F. #10
12+83 2 P.S.
15+58 8 P.F. #10
16+38 3 P.S.

9. 18+61 7 E.L. Cat. Gu.
18+78 4 W.L. Cat Gu.

Track (2)
1482 Ft Track
45 " " Disconnected

652 - 75#
30 - 65#
784 - 62#
1405 - 56#
33 - 75/65 Taper Rails
30 - 75# Pt. Rails
30 - 75# Frog

Track #(3)
1578 4 Total Length
3096 8 - 75# Steel
30 - 75 - Pt. Rails
30 - 75 - Frog



Track #(4)
208 5 Total Length
30 Disconnected
477 Lineal Ft. 50#

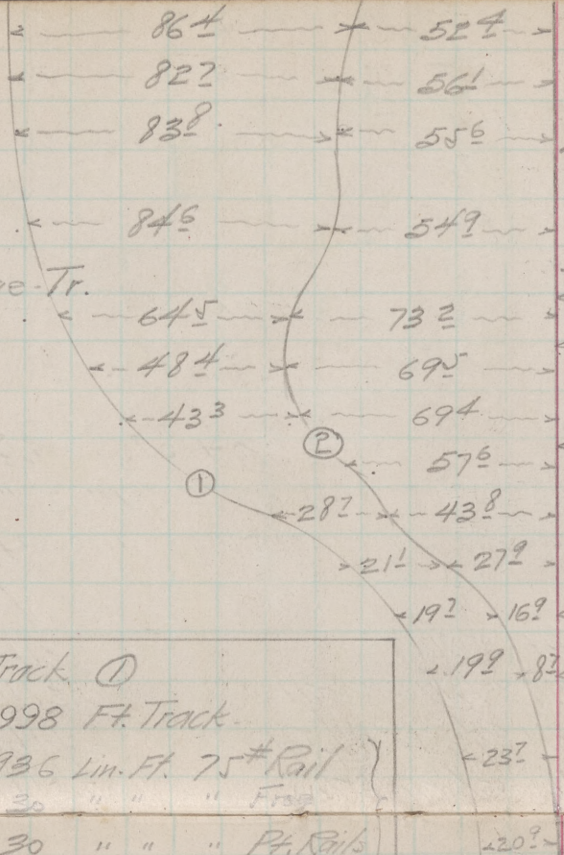
- WILLITS -
Construction Tracks -
East End Yard -

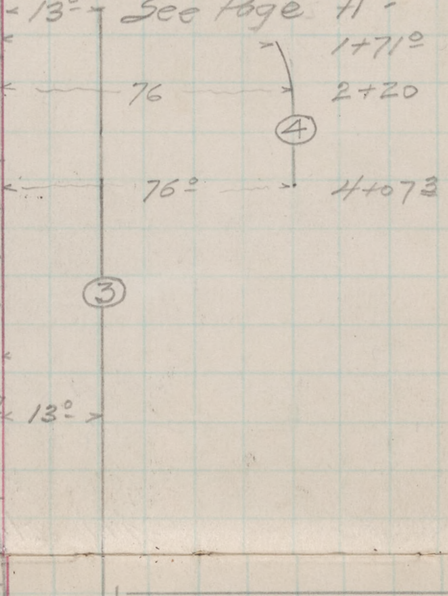
12-17-14

W.T.R. -

See Page 11 -

1° 99		
7300		
1		
7302+04.5	Operated =	
0+00	Construct. =	
0+50		
0+60.6	End of Storage Tr.	
2+50		
3+50		
+95		
4+50		
+95		
5+50		
6		
+50		
+83.7	P.F. #10	
7		
+50		





Track ①
1998 Ft. Track.
{3936 Lin. Ft. 75# Rail}
30 " " " Frog
30 " " " Pt. Rails

+70		1915.0	1925/45	1920/20	1915.0	1911/50	
3+70		1914.2	1925/48	1920/20	1914.2	1910.9/50	
+70		1913.0	1924/45	1918/20	1913.0	1910/20	
4+70		1912.0		1916/20	1912.0	1909/4	1910.6/10

⊥ +72 P.F. Elev = 1918 1920 1915.2 13 42

- WILLITS -

Location of Additional Construction Dep't. Tracks In Extreme East End of Yard -

See Also Pages 10 & 9.

W. T. Richards -
W. J. Andrews -
G. L. Berry
12-17-14 -

7295+00	End of Track -			89.2
+12.0	End of Track		144.7	
+95				70.0
6+50				59.3
7				51.5
+50				47.9
8		92.3		46.9
9		86.4		52.4

12

				Lt.			℄	Rt.		
	1921.60		1909.1							1914.4
5+48.7		17.5	~~1913.1~~	-2.0 / 80	+2.9 / 45	+4.1 / 25	0.0 / 0	-4.3 / 28	-7.0 / 53	98.57
5+7.5		26.8	1894.8	Creek / 100	+10.5 / 40	+11.0 / 20	0.0 / 0	0.0 / 50		1902.7
6+16	Edge of Creek	25.7	1895.9				0.0 / 0			
6+20		31.7	1889.9							
6+41	Other Bank									

					℄			
0+00 = 5+03	P.S. W. Leg.	1912.8						
+58.8	P.F. #7½	1917.0	1910.0 / 42	1912.5 / 22	1917.0			
+70.5	B.C. 16° Lt.							
1+20		1918.3	1912.5 / 62	1915.0 / 20	1918.3	1920.0 / 40		
1+70		1917.8		1914.0 / 50	1917.8	1920 / 15	1925.0 / 42	
2+20		1916.5	1922 / 50	1920.0 / 22	1916.5	1915.4 / 20		1914.8 / 50
+70		1915.0	1925/45	1920/20	1915.0	1918/50.		

P.F. #10 = 6853 + 23.9

Rt. 1910.5/15

℄ 1910.0

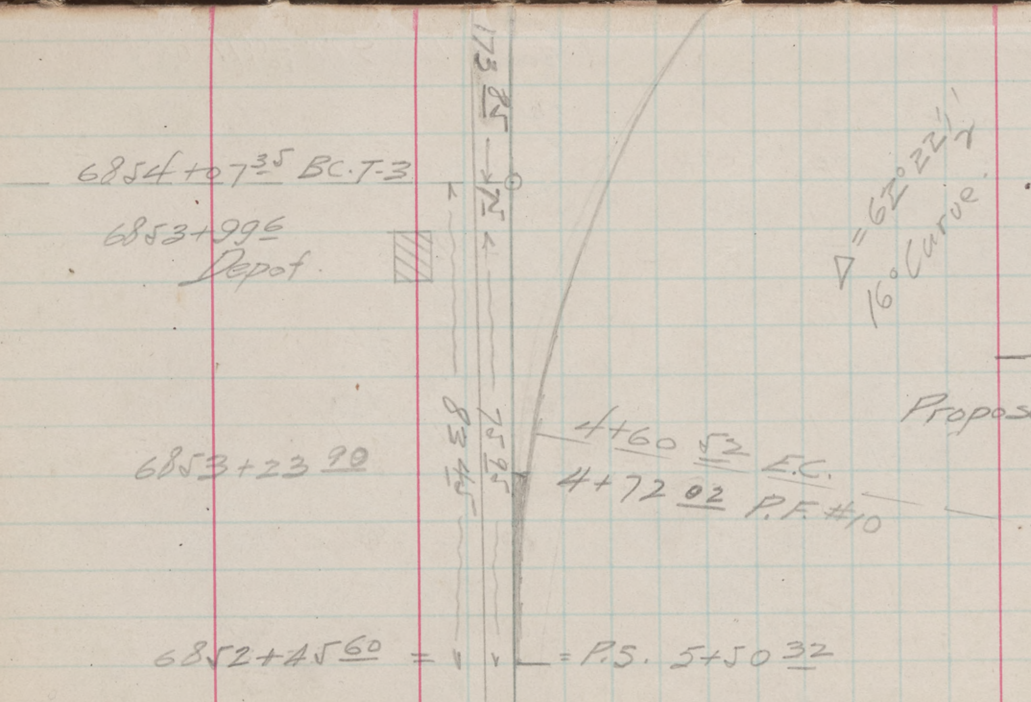
1910.0 1912.5

2+38.3	2.2	1927.8	+16.4 / 55	+11.0 / 33	0.0 / 0	-11.2 / 33	-13.9 / 48	-15.2 / 70	18.2
2+88.3	4.0	1926.0	+12.5 / 45	+6.5 / 27	0.0 / 0	-5.0 / 18	-9.1 / 50		1
3+38.3	8.0	1922.0		+8.0 / 40	0.0 / 0	-2.9 / 25	-4.3 / 47		10.3
3+88.3	10.8	1919.2		+5.5 / 45	0.0 / 0	-2.0 / 19	-4.1 / 45		6.5
⊙ Top of Stake	10.20	1919.83							
1.77 1921.60									
4+47.2	4.5	1917.1		+6.7 / 50	0.0 / 0	-4.5 / 26	-8.0 / 50		9.1
5+03.2	8.8	1912.80	+5.2 / 80	+4.0 / 31	0.0 / 0	-5.7 / 24	-11 / 48		7.1

13

– RIDGEWOOD –

Station	BS	HI	FS	Elev.	Notes / Cross-section
				1920.23	B.M. #30 On 24" Fir 35' Rt
	2.66	1922.89			
					L+ ℄ R+
0+00 P.S.			13.0	1909.9	+2.7/30 +5.7/17 -0.6/7 0.0/5 0.0/0 -0.2/12
0+78.3 P.E. #10			11.7	1911.2	+4.3/35 +3.6/27 -2.7/15 -1.7/11 -1.3/7 0.0/5 0.0/0 -0.2/12
1+18			14.3	1908.6	+11.2/32 +5.5/9 0.0/0 +1.2/6 +2.0/8 +2.9/10
1+45			7.7	1915.2	+13.9/42 +3.6/18 -0.5/6 0.0/0 -6.1/8 -4.3/14 -4.3/17 -3.4/20
2+88.3			3.2	1919.7	+25.9/69 +18.4/44 +5.4/12 0.0/0 -4.2/12 -5.9/24
○	8.00	1930.03	0.86	1922.03	

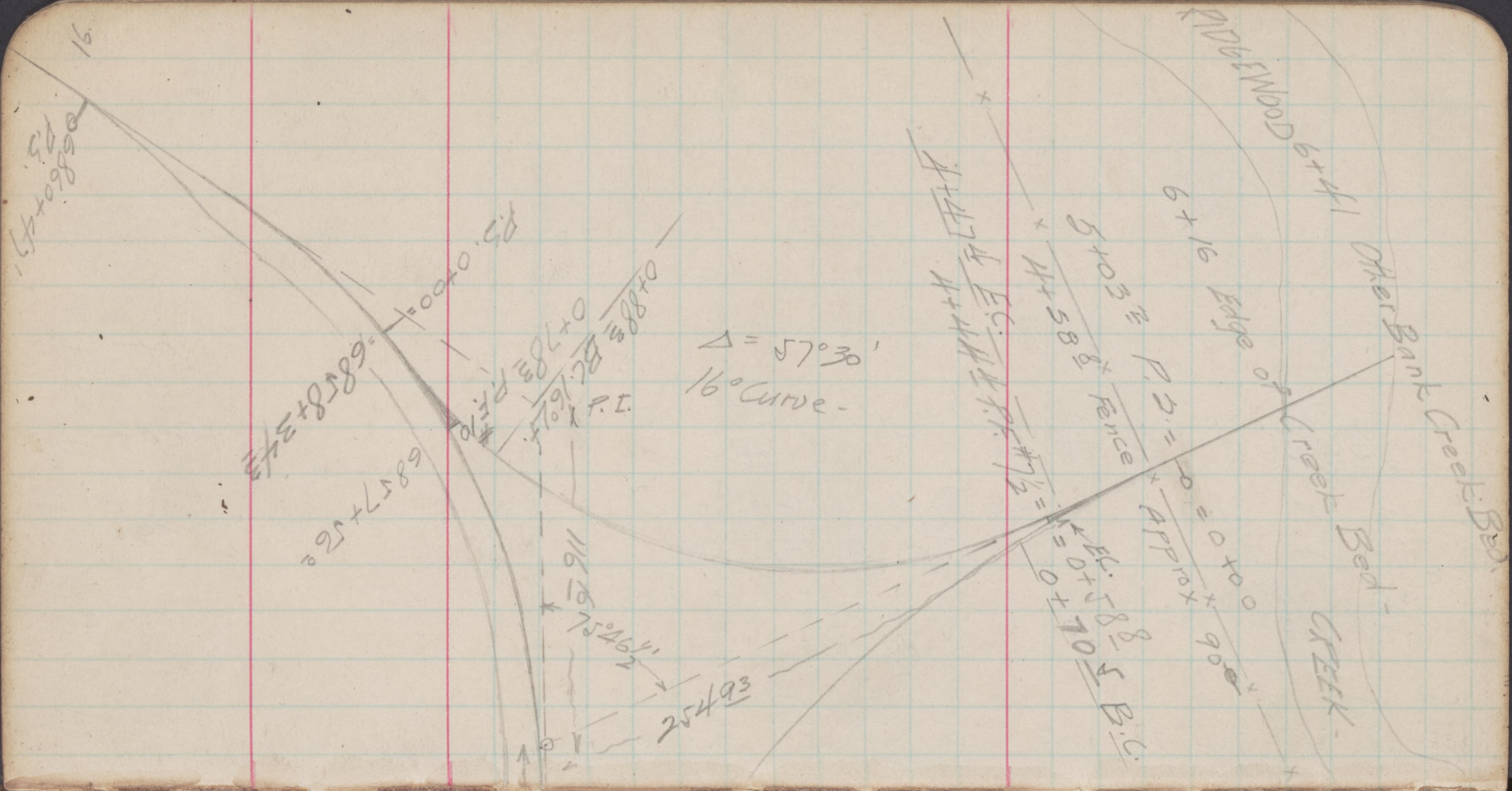


-RIDGEWOOD-

Proposed Wye West of Water Tank -

12-17-14 + 12-18-14

W.J.R.
J. Andrews -
Berry -



Δ = 57°30'
16° Curve -
P.I.
RIDGEWOOD 6+41
Other Bank Creek Bed
6+16 Edge of Creek Bed -
CREEK
Fence
Approx 90°
E.C.
B.C.
254.93

562+00	-3.0 / 50	-3.5 / 30	-7 / 20	-0.8 / 9	00 / 7	00 / 0	00 / 6	-0.9 / 8	-0.9 / 10	-5.2 / 18	-5.0 / 26	-3.8 / 30
563+00	+9.0 / 37	+12.3 / 25	+0.9 / 17	-0.1 / 11	00 / 0	00 / 6	-1.0 / 10	-1.0 / 11	-3.1 / 21	-3.1 / 30		
+63	+12.5 / 45	+12.3 / 33	+9.3 / 27	+0.3 / 14	00 / 0	00 / 6	-0.5 / 8	-1.0 / 19	-4.2 / 28	-10.3 / 39	-22.0 / 75	
564+00	+14.0 / 35	+13.4 / 27	-0.5 / 11	00 / 6	00 / 0	00 / 6	-0.6 / 8	-2.0 / 134	-14.3 / 218	21.6 / 68		
564+40												

17.

18

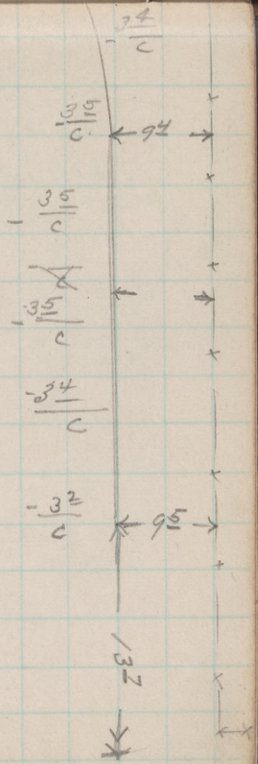
YOLANDO EAST – X-Sections For Double Track –

At Yolando – 300 Cu. Yds Cut Clearing Platform –

550+00	$\frac{-2^{2}}{35}$ $\frac{-2^{7}}{29^{0}}$ $\frac{-4^{7}}{24}$ $\frac{-1^{2}}{19^{2}}$ $\frac{-1^{2}}{9}$ $\frac{-00}{7}$ $\frac{00}{0}$
550+50	25 Yds Rock Clearing for Ditch.
553+00	$\frac{-3^{5}}{30}$ $\frac{-3^{9}}{26}$ $\frac{-1^{2}}{20}$ $\frac{-1^{2}}{9}$ $\frac{00}{7}$ $\frac{00}{0}$
556+00	$\frac{-4^{6}}{45}$ $\frac{-4^{5}}{30}$ $\frac{-1^{0}}{21}$ $\frac{-1^{0}}{9}$ $\frac{00}{7}$ $\frac{00}{0}$
560+00	$\frac{-5^{0}}{50}$ $\frac{-5^{1}}{29}$ $\frac{-0^{9}}{21}$ $\frac{-0^{9}}{9}$ $\frac{00}{7}$ $\frac{00}{0}$ $\frac{00}{6}$ $\frac{-0^{9}}{8}$ $\frac{-0^{9}}{9}$ $\frac{-5^{9}}{18}$ $\frac{-5^{5}}{29}$
561+00	$\frac{-5^{1}}{29}$ $\frac{-1^{0}}{20}$ $\frac{-1^{0}}{8}$ $\frac{00}{5}$ $\frac{00}{0}$ $\frac{00}{6}$ $\frac{-1^{3}}{8}$ $\frac{-1^{3}}{10}$ $\frac{-6^{0}}{19}$ $\frac{-5^{7}}{19}$ $\frac{-4^{6}}{29^{7}}$

2+50	6°30		
		2+60, 3' Lt =	Tel. brace pole
2+79 43	EC 8°42½	2+90, 3' Lt =	" " "
3+00			
3+50			
4+00			
4+07 = End of Spur			

Level / Transversely

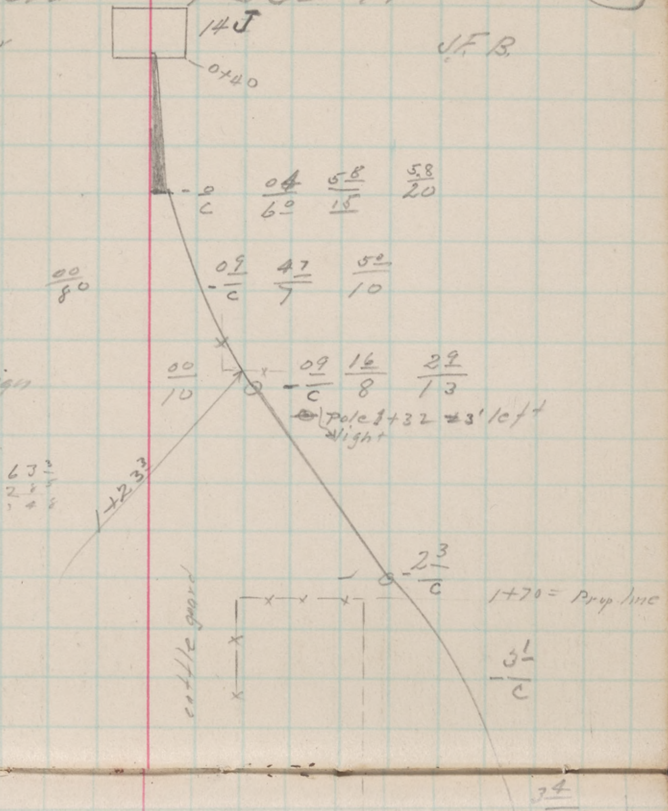


9

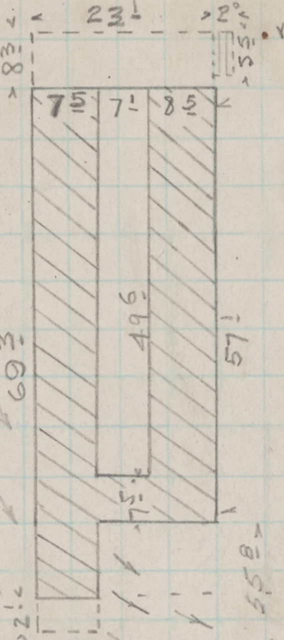
Kentfield Dec. 14. (20)

J. F. B.

℄ Station			
0+00 P.S. / 422+215			
			See Book T-9 - P.42 for location old spur
			base rail = 0°
0+63⁵ BC 15° Lt.		0°00'	B.C. 15° Curve & Pt 7°40' Frog
1+00		2°44¼	Δ = 9°45'
			1+14⁵ = Tel pole on ℄
1+28⁵ EC		4°52½	1+20, 4' Rt = Warning sign
1+50			
1+63³ BC.	15° Rt	0°00'	
2+00		2°45'	
			Δ = 17°25'
2+50		6°30	



$7278+90^{6}$ Platform.
$7278+82^{3}$ Front of Cars



$7278+90^{6}$

49^{9}

Present Main

$7278+25^{2}$ End Car

50^{3} $7278+25^{2}$

$7278+13^{0}$ Back Car.

$7278+13^{0}$

$7277+69^{4}$ Box Culvert.

40^{0} 25^{0}

1×1×64 139.H-

WILLITS -

LOCATION LUNCH CARS
AND INADEQUATE OR BROKEN
BOX CULVERTS -

Depot

Prop. Line

7279+79³ W.L. -

7279+66⁹ Box

12"

35⁶

Track -

Break In Box

12" x 12" Box

Line -

36

Break In Box 4' Long.

Break In Box -

139 - I

COMMERCIAL

STREET

88²

House

Water In Gutter

Future Curb Line

Prop. Line

10"

6" x 6" Box - 7279+03⁹ Ctr Box.

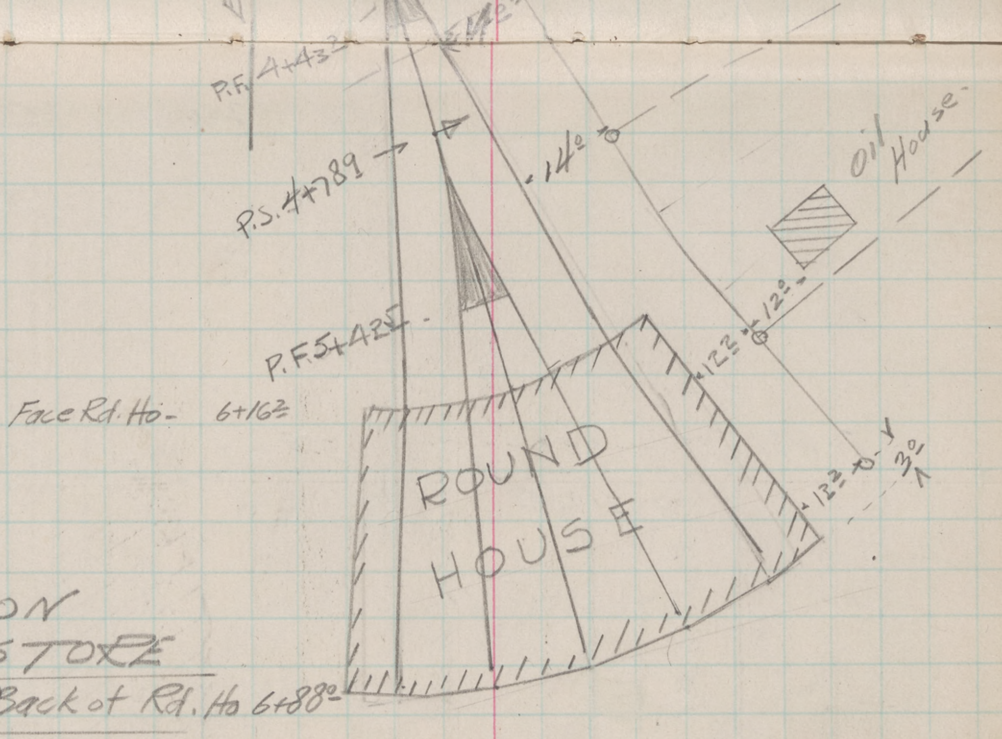
2+10º E.C. Δ=2°00'

2+52³ B.C. 10° Lt.

Δ=9°30'

3+47³ E.C.

4+12⁸ End of Track.



-WILLITS-

PROPOSED LOCATION
STUB TRACK TO STORE
LOCOMOTIVES.

W. T. Richards
W. Andrews 12-4-14

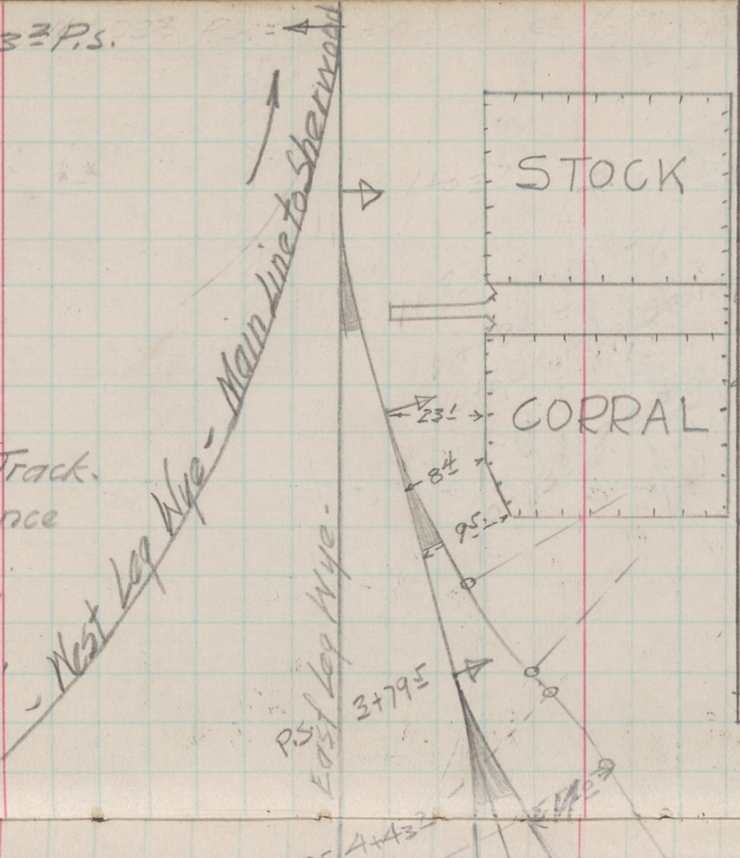
76 0+00 Rd. Ho. Tr. = $11+03^{\underline{3}}$ P.S.

$1+03^{\underline{7}}$ P.S.

$1+84^{\underline{4}}$ P.F #9.

$2+68^{\underline{1}}$ Rd. Ho. Tr =

0+00 P.S. Prop. Stor. Track.
$0+42^{\underline{6}}$ Angle In Corral Fence
$0+70^{\underline{0}}$ " " " "
$0+73^{\underline{8}}$ P.F. #9 $\Delta = 6°22'$
$0+83^{\underline{8}}$ B.C. 4° Lt $\Delta = 2°00'$
$1+33^{\underline{8}}$ E.C.
$1+60^{\underline{0}}$ B.C. 4° Rt
$2+10^{\underline{0}}$ E.C. $\Delta = 2°00'$



-Earthwork Notes

4+10 - Cut for Ties -$0^{\underline{6}}$
3+50 - " " " -$0^{\underline{6}}$
3+00 - " " " -$0^{\underline{6}}$
2+60 - " " " -$0^{\underline{6}}$
2+40 Fill +$0^{\underline{4}}$
2+00 Fill +$0^{\underline{6}}$
1+50 00
1+25 00
0+80 Cut for Ties -$0^{\underline{6}}$
0+00 " " " -$0^{\underline{6}}$

80 Cu. Yds - Cut
70 " " - Fill
150 - Say 150 Cu Yds

1+25^{6} E.C.

0+86^{9} B.C. 5° Lt.

0+76^{5} P.F. #9

0+33^{5} P.I 6°22' Lt.

0+00 P.S.

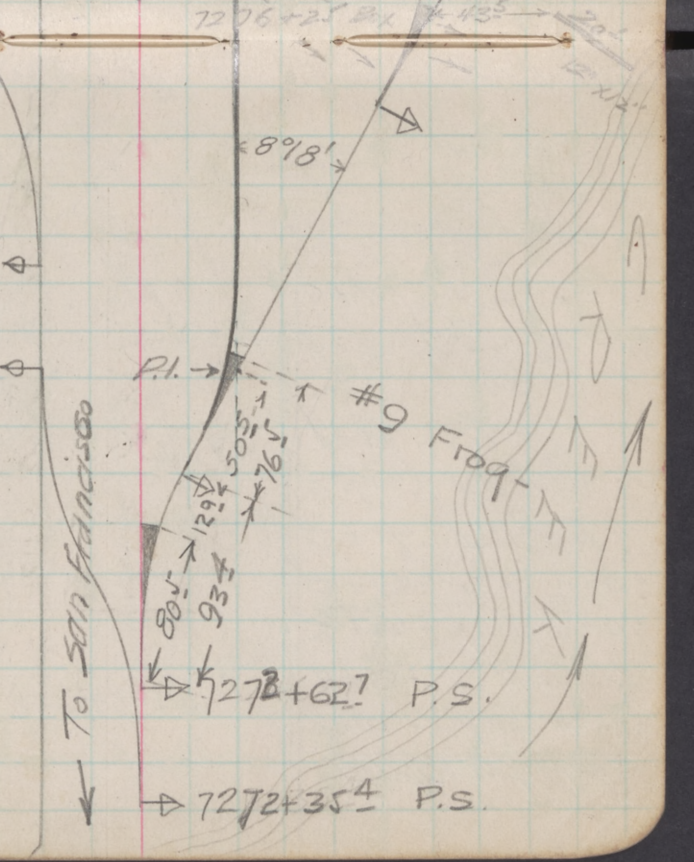
P.S. 7273+86^{1}

P.S. 7273+73^{8}

Earthwork Notes

Cut .4' for Ballast 700 Cu. Yds.

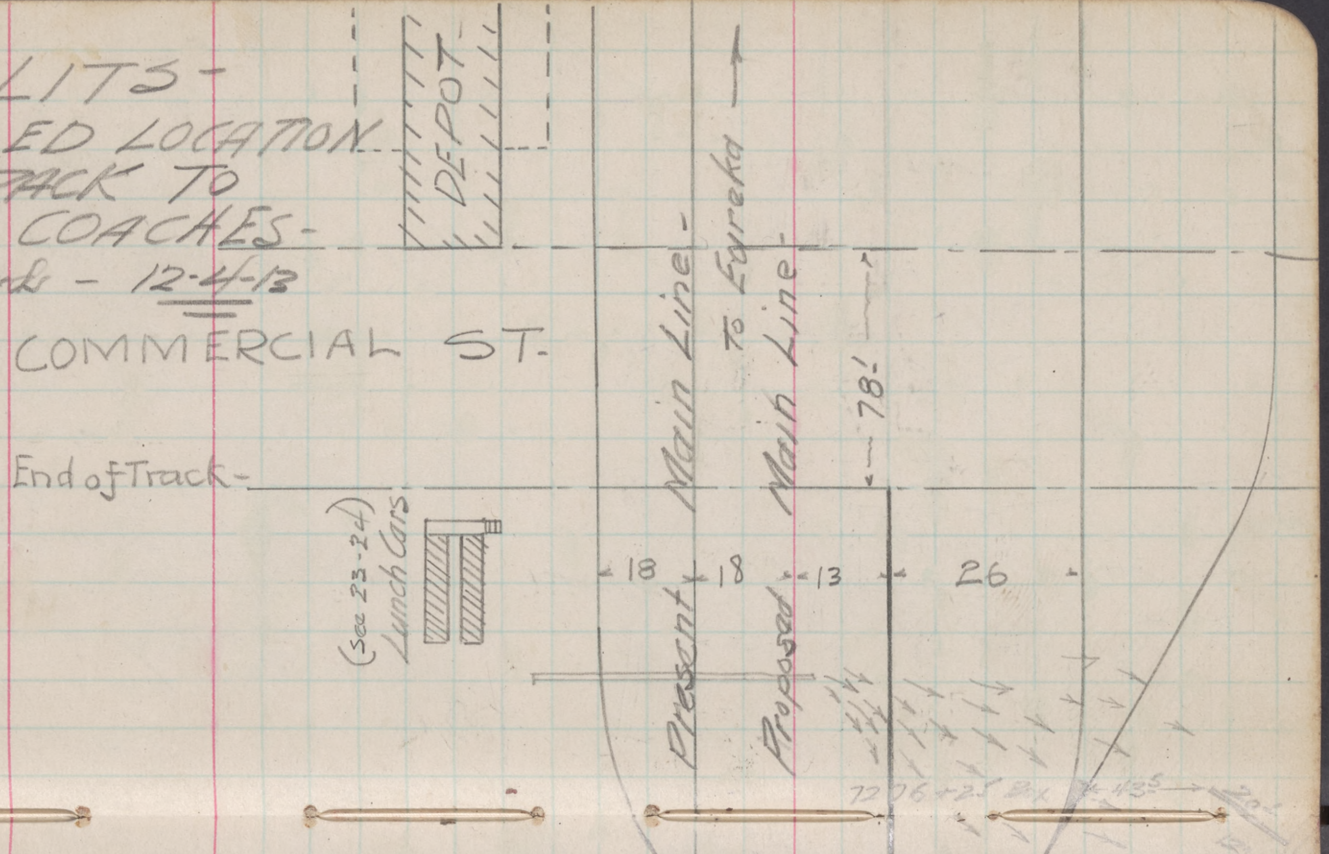
5+50	Fill +0.3	
4+95	Cut -0.3	
4+20	Cut -0.3	
3+20	Sub Grade	00
2+60	Fill +0.4	
2+20	Fill +0.4	
1+85	Cut Down for Ties	-0.6
0+00	Cut Down for Ties	-0.6



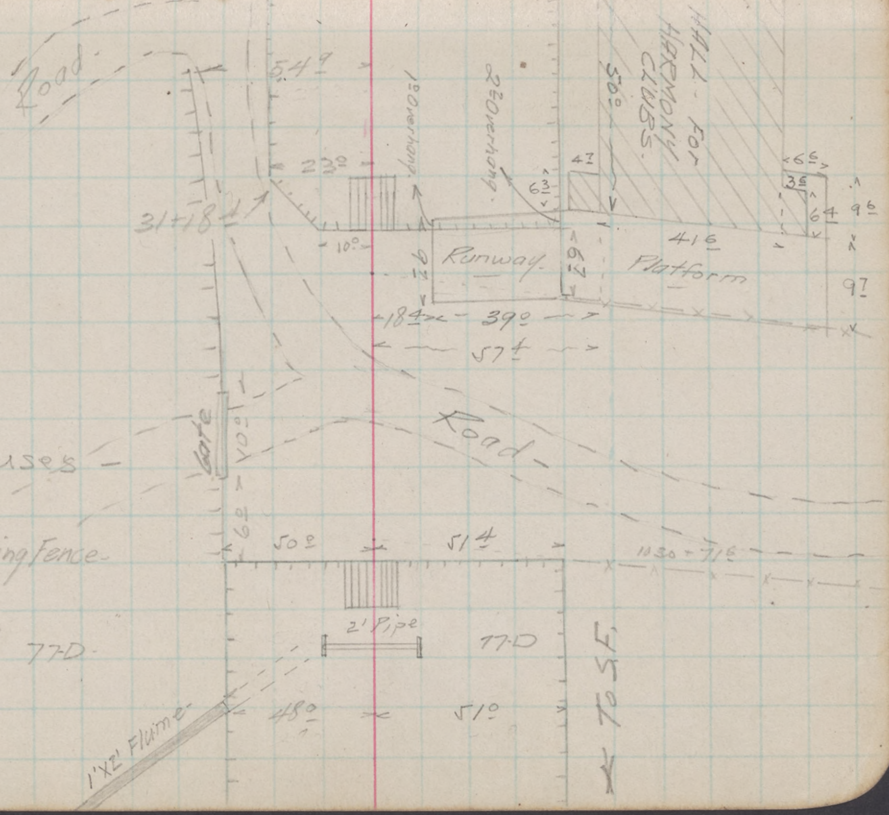
-WILLITS-

PROPOSED LOCATION
STUB-TRACK TO
STORE COACHES-

W.T. Richards - 12-4-13
W. Andrews



31 + 36³	End Fence -
31 + 10⁶	W. Line Bldg -
31 + 08⁷	E. Line Platform -
31 + 07¹	W. Line Cat. Gu 77F
31 + 09⁸	E. Line of Rd Fence
30 + 98⁷	W. L. Platform
30 + 91	℄ Rd Xing
10 30 + 71⁶	W. Line of Rd. Fence - - Houses -
10 30 + 69¹³	CC. 12° Rt
10 30 + 68⁸	Cattle Guard 77-ᴬE And Wing Fence -
30 + 35⁴³	2' Conc. Culv. Length 40⁸ 77-D -
30 + 12⁰	Pt. Flume Xes Fence -



LUDWIG'S GROVE

To Monte Rio →

Mr Utterbach -

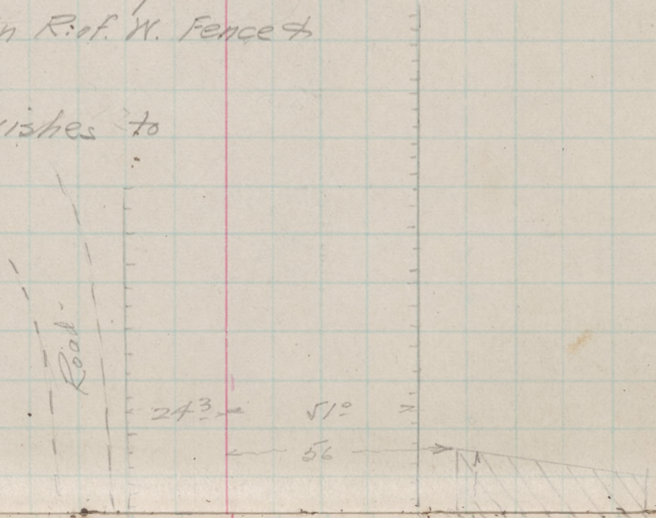
Showing Encroachment of Platform - Consisting of Slight Overhang - No Posts Within R. of W. Fence & Wing Fences -

Also - Flumeline Which Mr. Ludwig wishes to Connect With Opening 77-D -

W. T. Richards
W. Andrews
Nov. 10, 1914

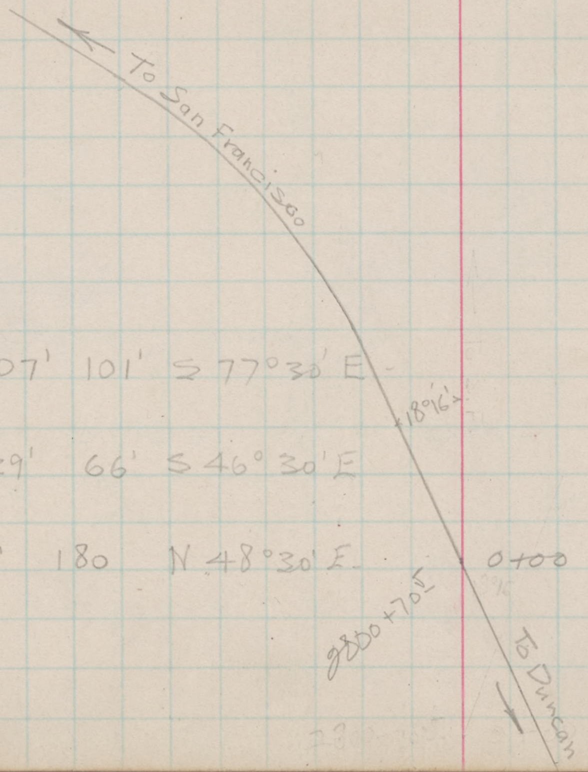
$31+77^{4}$

$31+61^{3}$ F. Line B11



	30°55' Lt	+8°07'	101'	S 77°30' E	
	85°03' Rt	+6°29'	66'	S 46°30' E	
0+00	18°16' Rt	+5°55'	180	N 48°30' E	

2800+70.5 = 0+00



- MOSCOW -

Location of Spring & Pipe Line Serving
The Moscow Cottage -

(Incomplete) 11-10-14 -

90 ⊗26 33 30 25 11 6 | 6 △10 13 23 31 39⊗ 80

Station	Left	℄	Right
22+80	$\frac{+37^{3}}{83}$ $\frac{+32^{3}}{43}$⊗ $\frac{+32^{2}}{41}$ $\frac{+25^{3}}{38}$ $\frac{+17^{3}}{28}$ $\frac{+3^{5}}{12}$ $\frac{-1^{5}}{7}$	-0^{3}	$\frac{-1^{0}}{5}$ $\frac{+0^{9}}{10}$△ $\frac{+5^{7}}{13}$ $\frac{+23^{7}}{37}$ $\frac{+23^{2}}{40}$⊗ $\frac{+19^{0}}{85}$
21+50	$\frac{+40^{1}}{95^{0}}$ ⊗$\frac{+35^{5}}{50^{5}}$ $\frac{+35^{1}}{47^{5}}$ $\frac{+24^{5}}{45^{5}}$ $\frac{+10^{0}}{26^{5}}$ $\frac{+1^{9}}{11}$ $\frac{-2^{0}}{8}$ $\frac{-0^{4}}{3}$	-0^{3}	$\frac{-1^{0}}{6}$ △$\frac{+0^{6}}{11}$ $\frac{+2^{4}}{20}$ $\frac{+17^{6}}{35}$ $\frac{+27^{5}}{41}$⊗ $\frac{+24^{5}}{80}$ $\frac{20^{1}}{29^{2}}$
20+85	$\frac{31^{0}}{80}$ ⊗$\frac{28^{5}}{40}$ $\frac{28^{5}}{38}$ $\frac{+14^{0}}{28^{5}}$ $\frac{+6^{9}}{18^{0}}$ $\frac{+3^{7}}{12^{5}}$ $\frac{-2^{1}}{8}$	-0^{3}	$\frac{+0^{3}}{10}$ △$\frac{+3^{0}}{19^{5}}$ $\frac{+25^{2}}{43^{5}}$⊗ $\frac{-24^{4}}{85}$
20+60 Along Walk-Rt.	$\frac{+6^{2}}{50}$ ⊗$\frac{+10^{7}}{31}$ $\frac{+10^{8}}{21}$ $\frac{+8^{3}}{17}$ $\frac{-2^{3}}{7}$ $\frac{-1^{2}}{6}$	-0^{3}	$\frac{00}{8^{5}}$ <Stairs> $\frac{+6^{7}}{17^{5}}$ $\frac{+10^{0}}{43^{5}}$⊗ → Gated Fence $\frac{+16^{7}}{73^{0}}$
20+45	$\frac{-2^{5}}{50}$ ⊗$\frac{-2^{3}}{29}$ $\frac{-3^{0}}{8}$ $\frac{-1^{1}}{6}$	-0^{3}	$\frac{-0^{3}}{9^{6}}$⊗ → Fence & Stairway $\frac{-4^{6}}{20}$ $\frac{-7^{7}}{50}$
2820	$\frac{-27^{0}}{80}$ $\frac{-27^{8}}{61}$ $\frac{-23^{3}}{36}$ ⊗$\frac{-15^{4}}{26^{3}}$ $\frac{-1^{2}}{8}$	-0^{3}	$\frac{-1^{0}}{9}$ $\frac{-17^{0}}{30}$ $\frac{-23^{1}}{45}$⊗ ← Picket Fence - $\frac{-24^{3}}{65}$ $\frac{-19^{8}}{90}$
2819+30	$\frac{-31^{5}}{90}$ $\frac{-30^{5}}{70}$ $\frac{-27^{6}}{48}$ ⊗$\frac{-15^{7}}{28^{7}}$ $\frac{-5^{2}}{13}$ $\frac{-1^{0}}{8}$	-0^{3}	$\frac{-1^{2}}{8}$ $\frac{-5^{7}}{13}$ $\frac{-18^{0}}{27^{5}}$⊗ $\frac{-33^{4}}{51}$ $\frac{-59^{4}}{91}$

Numerator = Ele. With Ref. to Top of Rail

Denominator = Dist. from ℄ -

Ele. 00 = Top of Rail at Each Station

⊗ Indicates Dist. to Fence -

33

3.

- MOSCOW -

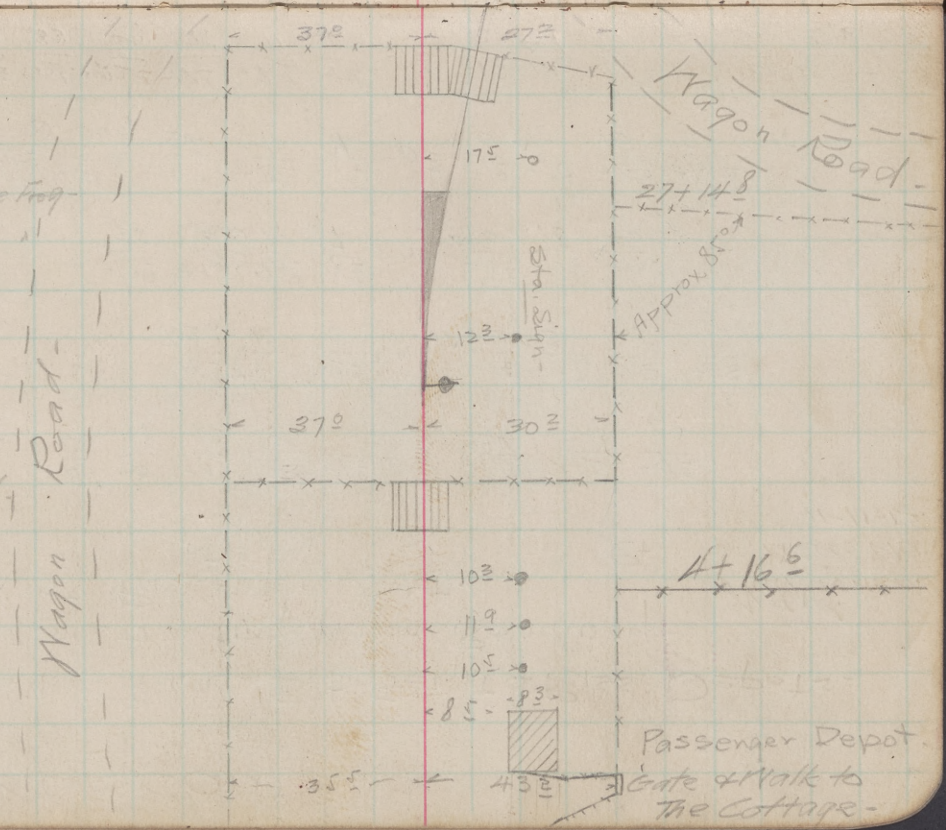
Note - See 35 & 36 For Plan -

- X-Sections Both Sides Track. Bet. Freight & Pass. Depots -
With View to Constructing Wagon Roadway
To Location of Passenger Depot.

W. J. Richards
W. Andrews
11-10-12.

Station	Remarks	Lt	℄	Rt
27+70		0.0/40 -0.4/18 +0.5/12 -4.0/9 -1.0/5	-0.3	-0.3/24 -2.0/40 -7.0/90
	All Distances			
26+60	from ℄ Standard	+6.8/⊗36 +5.1/13 -2.0/6	-0.3	+0.2/Δ12 -0.3/30 -1.2/45 +3.2/60
	Guage Track.			
25+50		+17.2/75 +15.0/36⊗ +13.8/19 -1.6/7	-0.3	+0.1/Δ10 +12.6/18 +10.9/40 No Fence -
	Δ Indicates			
24+55	Hill Edge Foot Path.	+26.6/75 +21.8/36⊗ +21.3/30 +16.9/24 +3.2/12 -1.5/7	-0.3	-1.0/6 +1.0/Δ10 +4.0/13 +15.5/24 +10.0/75
23+70		+34.0/90 +28.2/⊗36 +28.0/33 +22.1/30 +19.1/25 +3.9/11 -1.4/6	-0.3	-1.0/6 +0.8/Δ10 +4.2/13 +10.9/23 +22.0/31 +21.2/39⊗ +18.0/80

$27+70^{3}$ / $27+62^{3}$	Cattle Guard - 75-1
$27+36^{7}$	Pole.
$27+16^{6}$	P.F. #8 - Standard Guage Frog
$27+02^{6}$	P.F. #8 - Narrow "
$26+82^{0}$	Station Sign
$26+53^{0}$	P.S.
$26+38^{0}$	
$25+76^{0}$ / $25+66^{6}$	Cattle Guard - 75 H
$24+94^{4}$	Tel. Pole.
24+ $22+70^{8}$	" "
$20+82^{7}$	" "
$20+79^{7}$	East Line Depot.
$20+67^{3}$	West " "



– Moscow –

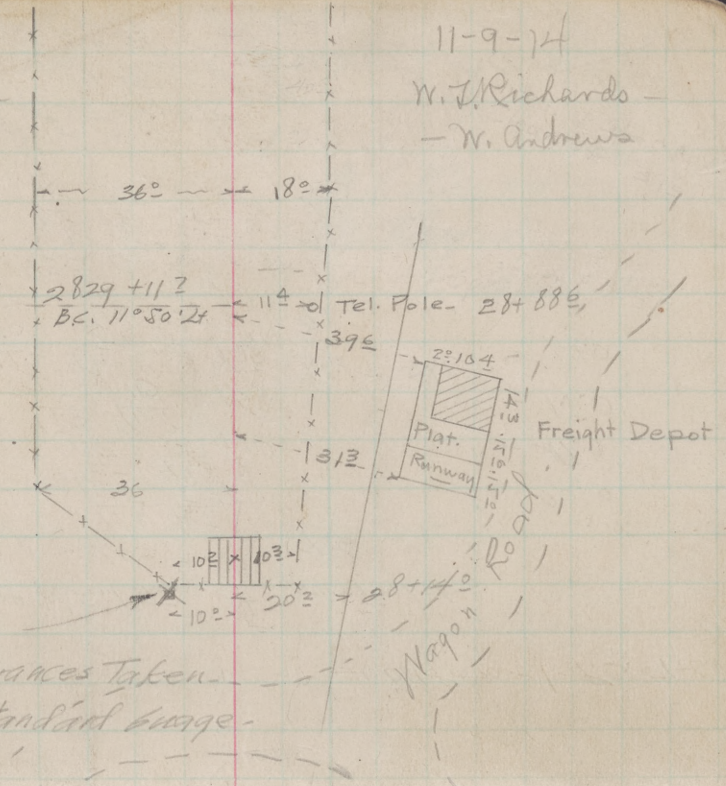
11-9-14

Plan Freight Depot to Pass. Depot –

W. J. Richards –
– W. Andrews

X-sections Page #34

2829+63.0	Angle In Fence on Rt –	
29+51	Offset to End Spur –	44.2
29+27.0	℄ to ℄ Tracks –	40.6
28+84.0	East Line Freight Ho. & Platform –	
28+77	℄ to ℄ Tracks –	31.8
28+38.0	West Line Freight Ho –	
28+28.0	Angle In Fence –	
28+22.1	East Line #2 Cat Guard –	75 – V (East & West)
28+14.1	West " " "	
28+13.0	Xing Sign. –	



Note – All Clearances Taken
from ℄ Standard Gauge –

33 ℄

Old-Proposed - P.S. $51+64^{5}$

100.00 Floor Depot W. End Tow ℄ and Track -

					Lt.			Rt.		
	2.57	102.57								
$48+29^{8}$ = 0+00			2.9	99.7	91.0 / 15	99.5 / 5	99.7			00.0
0+65			3.6	99.0	91.2 / 12	98.8 / 3	99.0			-41.0
0+75			3.6	99.0	97.2 / 25	96.9 / 10	99.0			-15.0
1+15			4.7	97.9	91.2 / 20 97.3 / 15	97.3 / 6	97.9	98.8 / 5	M.L.	-14.0
1+50			5.3	97.3	— 92.5 / 20	93.7 / 9	97.3	97.7 / 7		-
2+00			4.8	97.8	93.3 / 17 93.6 / 11	96.3 / 8	97.8	98.5 / 10		
2+40			4.7	97.9	90.1 / 25 92.0 / 10	97.7 / 5	97.9	98.0 / 12		

250 yds - Liberal Estimate

550 " By Throwing Track Toward Sausalito 100 feet - Making Parallel Track.

37

— Pine — Spur to serve MASON DISTILLERY Co.

2+40 End of spur -

2+10 Tel. Pole M.L. Clearance Approx-10 Ft.

W.T.K.

J.L. Berry -

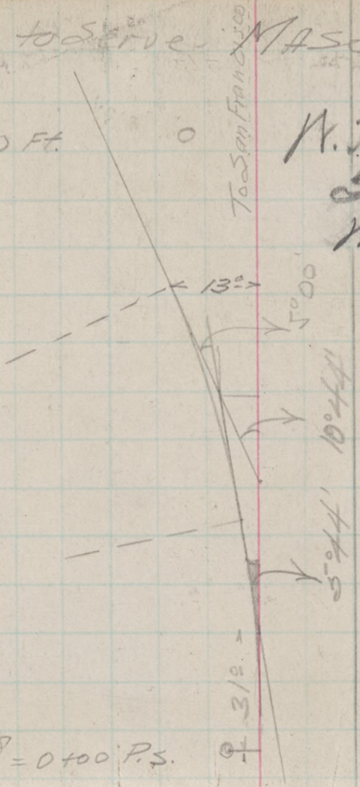
M. Payne -

10-17-14

1+38± E.C. 10° Lt Clearance 13°

Δ = 5°00′

Length - 50°

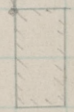


0+88± B.C. 10° Lt -

0+78± P.F. #10

B.M. Ele 100.00 Assumed-

47+28 W.L. Depot.



Depot —

0+00 P.S

48+29⁸ = 0+00 P.S.

97+99² +88⁷ R. Line Cattle Guard & End Power Rail on Left

97+95³ End of Power Rail on Right

97+84¹ +73⁵ W.U. Pole - Clear 8² Rt

97+64⁹ +54³ N.W.P. Pole - " 33³ Lt

97+55¹ +44⁵ Stand-Gauge #7½ Frog

97+01⁵ Beg of Power Rail - on Rt & Lt.

96+86⁵ P.S. +75⁹

96+83⁴ End Power Rail - on Lt.

96+41⁸ +31² Western Union Pole -

96+34² +24¹ Home Signals -

95+78² +68¹ ×23⁶ R.W. Box Culv.

95+64 Pole - N.W.P.

95+64⁶ Δ of Fence -

95+52⁹ Beg. of Fence - & End Masonry Wall

95+33⁰ End of Conc. Ret.

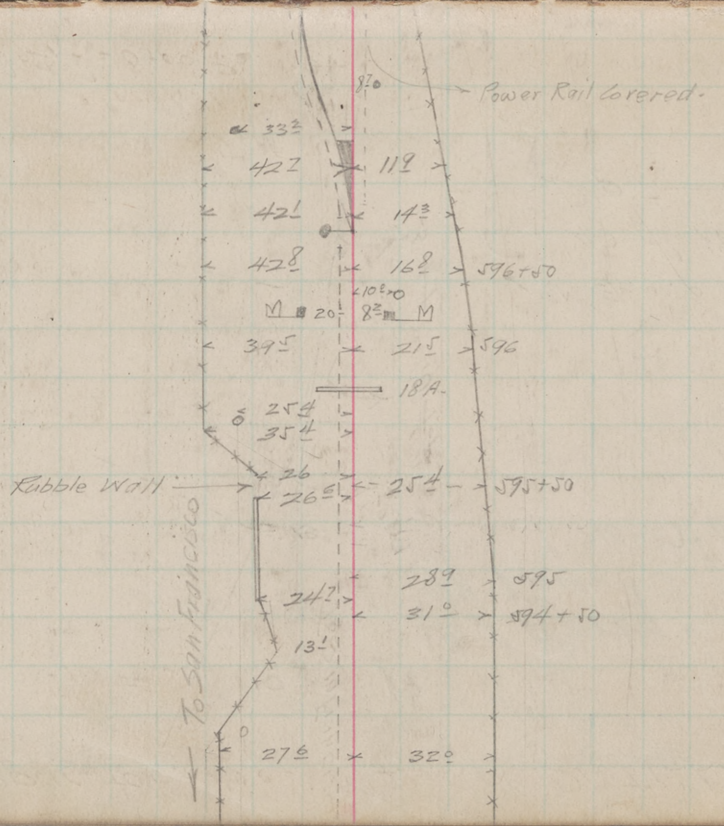
94+64³ Beg - Retaining Wall

594+14¹ Δ In Fence

594+13⁷⁵ Present B.C. 4° Lt.

593+37⁵ Δ In Fence -

25⁴



602+17 9 / +07 2 — Stairways - Clearances { Rt - 12 8 & Bot 21 9 ; Lt - 29 0 & Bot - 39 8 }
602+05 6 / 1+95 0

602+03 3 / 1+92 6 — End of Power Rails & Center fences -

601+92 1 / +81 5 — N.W.P. Pole - Clearance Lt - 29 0

601+84 1 / +73 5 — Electric Co. Pole - Clearance Lt - 51 0

601+81 5 / 1+71 0 — N.U. Pole Clearance Rt - 12 5

601+74 9 / +64 3 — 3' Conc. Culv. 18 L -

600+76 5 / +65 9 — Beg. Power Rails & Center Fence -

600+62 7 / +52 1 — End Fence on Right - Clearance - 14 9 - Beg. Stairway -

600+60 1 / +49 5 — End Power Rails & Center Fence -

600+50 2 / +39 6 — N.U. Pole - Clearance - 13 6

600+41 4 / +30 8 — N.W.P. " - " 28 8

600+32 3 / +21 7 — Electric Pole - Clearance 48 1

99+20 2 / +09 6 — N.W.P. Pole " 30 5

99+15 5 — N.U. Pole " 9 3

0 49
+70 4

98+81 0 — Beg. Covered Power Rails Bet. Trs. - Also Fence Bet. Tracks -

98+79 2 / +68 6 — End Platforms

98+83 7 / 98+51 } Street -

98+55 3 / +44 7 — Electric Line

98+49 / +38 4 — End Fence -

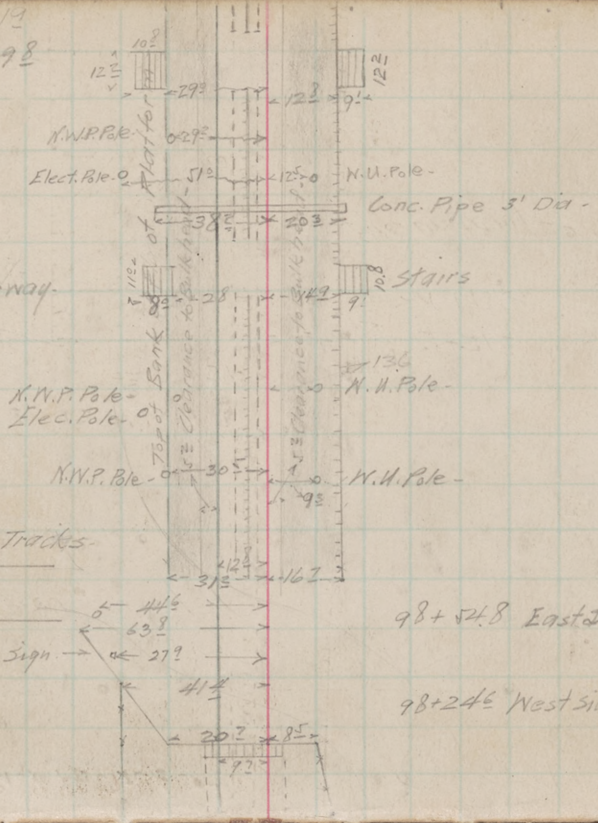
98+42 7 / +32 1 — Xing Sign -

98+28 1 / +17 5 — Junction of Fences -

7+98 4

98+09 0 — East Line Cat. Guard - 18 B -

97+99 0 / +88 4 — R. Line Cattle Guard & End Power Rail on Left



98+54.8 East Side Road Xing

98+24 6 West side Road Xing

97+95 3 End of Power Rail on Right

+55 Pole - Clearance - 48

604+63³ +53³ Xover - From Main Line Sw. To Back to [illegible]

604+32⁸ +22² End of Center fence

604+15³ +04⁷ Cross Line Pole - Clearance Left 43⁸

Electric Pole

603+63¹ +52⁵ Electric Co. Pole Clearance Left - 54⁸

603+55³ +44⁷ N.W.P. Co. Pole Clearance 29⁴ on Left N.W.P. Pole

603+43⁸ +32⁸ Beg. Power Rails & Center Fences.

603+41² +30⁶ } Stairs - Clearances on { Right 12² & 19⁸ ; Left - 29⁰ & 41³ - 12' Wide -

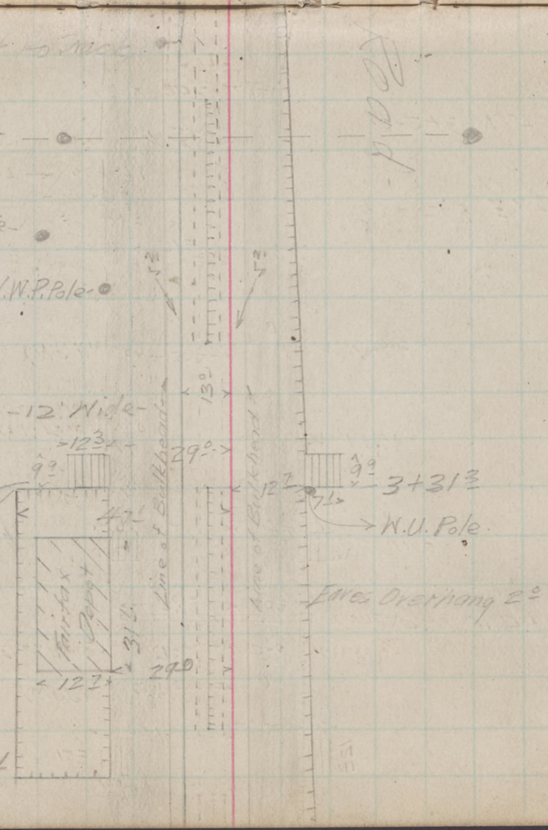
603+31³ +20⁷ }

603+31³ +20⁷ West Union Pole - Clearance on Right 12⁰

603+27⁷ +17¹ - End Power Rails, Center Fence & Garden Fence

W.L. Stairway 3+31³

Garden Fence - 3+27⁷



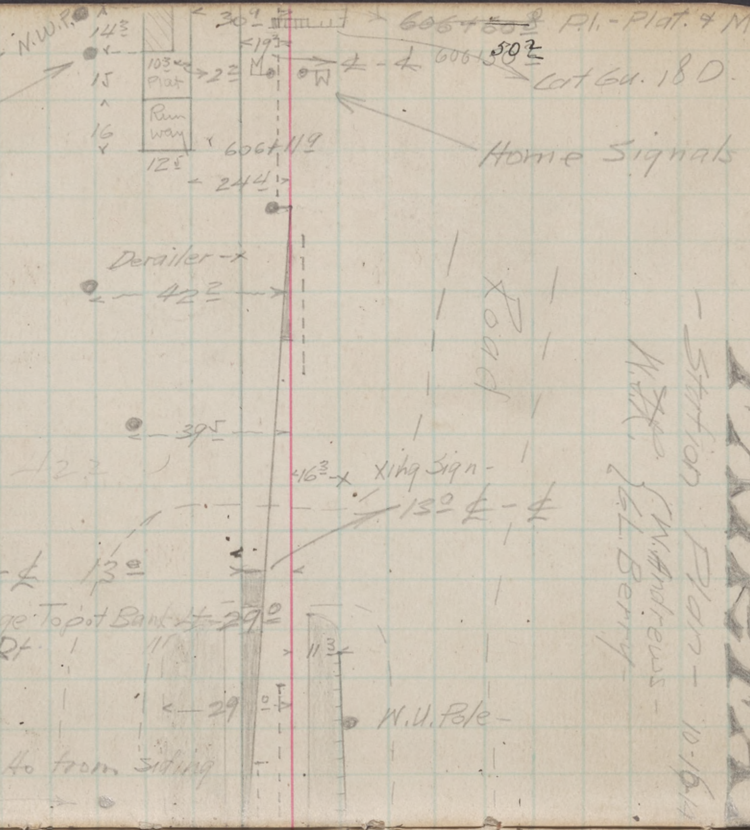
602+58⁸ +47⁸ Line Depot

602+20⁵ +09⁹ Beg Power Rails & Center Fence -

602+18⁷ +08¹ N. Line Garden Fence - Clearance - 29⁰ & 47¹

Correction - 10⁶ -

608+14? End Spur - ¢ - ¢ 15.5 - 13.2 to Fence
607+38 - 16.9 Cat Gu - 18 D - Clear - Rt 8.2
606+79.9 275 Home Signals East End - { Lt - 8.3 43.5
606+5[illegible] 68.9 N.W.P. Pole - Clearance Lt -
606+[illegible] 47.3 Electric Pole Clearance Lt - 35.0
606+14.5 45.4 96 Beg Power Rail on Lt -
606+19.0 +08.4 P.S. to Siding -
606+11.9 +01.3 End of Freight Ho Runway - Rt
606+02.3 End of Power Rail - Rt
605+98.5 +87.9 Derailer on Ho Track.
605+69.9 +58.4 Electric Pole - Clearance Lt - 42.2
605+56.8 P.F. Main Line Xover to Siding -
45.2
605+46.9 Beg of Power Rail Right
605+43.1 +32.5 N.W.P. Pole Clearance 39.5 Lt -
605+42.6 +32.0 Xing Sign Rt - Clearance - 16.3 Rt
+22.4
605+33 East Line Xing -
17.3
605+28.9 P.F. In-Siding to Back Ho. Track - ¢ - ¢ 13.0
604+99.3 +88.7 End of Bulkheads Rt & Left - Average Top of Bank Lt - 29.0
604+98.? +88.1 End of Rt Hand Fence Clearance 11.3 Rt
604+95.6 +85.0 End of W.B. Power Rail
604+73.2 +62.6 W.U. Pole - Clearance - 11.3 Rt -
55.3
60[illegible]+66.9 End of Power Rail Back Switch to Fr't Ho from Siding
60[illegible] +55.1 [illegible] Pole - Clearance - 48.6 Lt
+53.3



Bot. Pipe #3	8.52	95.90
" " #2	8.70	95.72
" " #1	9.65	94.77
" " #4	7.98	96.44

8

- YOLANDO - Continued -

Seepages 47 & 48 For Plan — Typical X Sections Depot to Point 1,000' West

		96.61		
38		4.2	92.4	89.6/21 89.6/13 92.4/5 92.4 92.4/7 91.4/8 89.8/29 87.2/34 89.4/35
Opp. 37+80	29.5 to Rt.	10.2	86.4	Bottom 3' Conc. Pipe 17A.
37+20		4.8	91.8	90.2/40 90.3/21 87.9/16 90.7/9 91.8 91.8/5 90.8/7 91.0/23 90.0/28 90.0/40 Fence -
37+03		4.8	91.8	90.2/40 80.0/25 84.5/13 (← Bottom of Pipe -) 90.8/8 91.8/4 91.8
36+50		5.1	91.5	88.5/50 77.0/25 90.0/18 89.6/10 90.7/5 91.5 90.7/6 91.4/21 89.6/28 Fence
			100.00	B.M.
	4.42	104.42		

(94.2)

44			4.1	96.9	~~95.0/45~~ 95.0/25 94.1/16 96.8/9	96.9	95.9/7 96.9/21 93.5/29 91.5/31 93.5/33 94.0/55 Road
43			5.0	96.0	92.5/50 92.5/25 90.9/14 95.9/5	96.0	94.9/7 94.7/22 92.3/29 88.7/31 92.2/33 91.5/55 Road
42			5.9	95.1	91.0/50 90.9/30 89.6/18 95.1/6	95.1	93.9/11 94.3/19 90.2/28 88.7/30 90.0/33 91.1/55 Road
41 +75 End of Eucalyptus Trees.							
⊙	1.90	96.61	6.30	94.71	T.P. Top of T. of R. Stake at Sta. 41		
41			2.3	94.3	89.0/40 87.4/25 87.8/18 94.2/5	94.3	94.3/5 93.0/7 93.1/19 90.0/29 87.9/31 90.1/34 90.0/55 Road
40			3.0	93.6	88.5/35 87.5/25 87.2/18 93.6/5	93.6	92.5/7 92.9/19 89.8/26 87.6/30 89.6/33
39			3.5	93.1	88.9/40 88.2/12 93.1/5	93.1	92.1/7 92.5/22 87.4/30 88.8/34 88.8/58

— YOLANDO —

Typical sections Bet. station and Point 1,000' West.

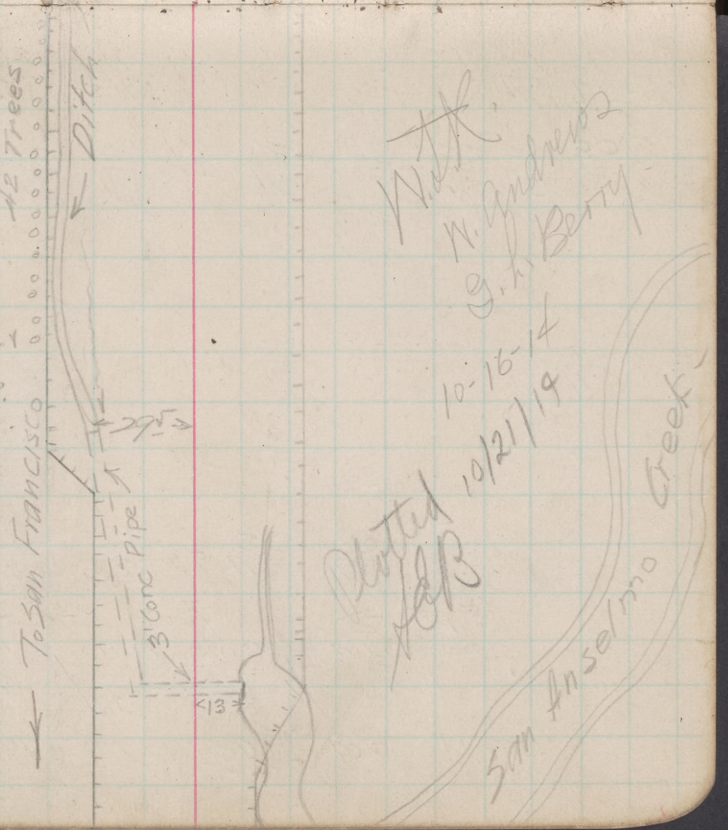
Station	B.S.	H.I.	F.S.	Elev.	Remarks / Cross-sections
See Plan Pages 47 & 48				100.00	Assumed Ele- On Rail Front of Depot Foundation East End
	1.01	101.01			Traveling Toward San Francisco — Lt ¢ Rt
46+50			2.0	99.0	
46+11			2.4	98.6	97.5/12 98.6/6 98.6 98.2/35 97.6/50 96.4/62 (Over Pipe) 95.4/75 Ditch
45+75			2.5	98.5	60/96.1 35/96.4 98.5 97.2/50
45+41			3.1	97.9	97.9 96.8/25 (Ground at Top Pipe) 95.5/T. of Pipe 93.7/Ground (3' Pipe) 96.1/50 95.8/65
Bot. 2' Pipe Opp Sta 47+47			4.5	96.5	
45			3.4	97.6	95.6/30 94.6/14 96.8/7.0 97.6 96.6/12 96.8/18 98.6/22 95.6/28 93.2/30 95.2/32
44+50			3.7	97.3	94.9/25 93.5/20 93.5/13 96.3/9 96.5/6 97.3 96.4/7 95.4/18 97.3/21 94.8/29 92.5/31 94.7/33

Clearance to Tree ℄ 38'

41+75 West End Row Eucalyptus Trees - 1
+ (65 7) 142 Trees Bet. This Pt. & Cat. Gu 17B.

37+80 End of Conc. Pipe Clear. 29.5
(+ 70 7)

37+03 36" Conc-Pipe - 17-A
(36+ 93 7)



With N. Andrews
G. L. Berry
10-16-14

Plotted ABB 10/21/14

48. (9³)

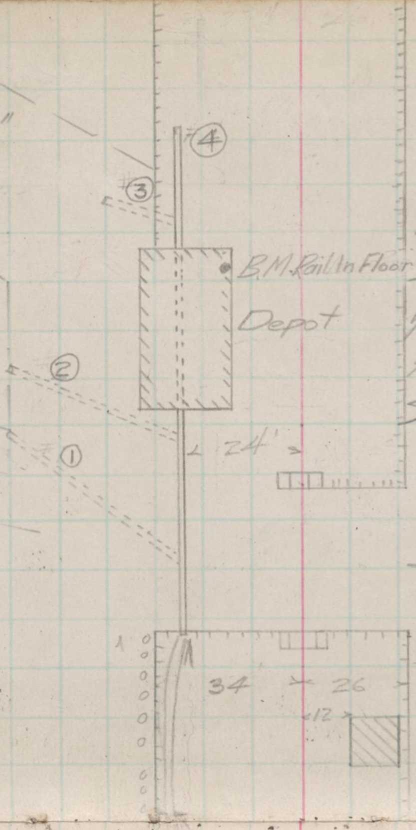
47+47 (+37⁷) – End of Pipe #4 – 29¼ Ft Lt. – 24"

46+92⁶ (83³) – End of Pipe #3 – 45⁶' Lt 18"

46+54⁵ (45²) End of Pipe #2 – 66' Lt – 18"
46+50³ (41+41) W. Line of Depot –
46+11⁸ (+02⁵) End of Pipe #1 – 66' Lt – 18"
46+11⁰ } 017
46+02⁸ } 45+93⁵ Cat. Gu. 17C.

45+41⁵ (32²)
45+53³ (24) Cat Gu. 17B –

45+26³ (16⁹)
45+14⁰ (+04⁷) } Power Ho –

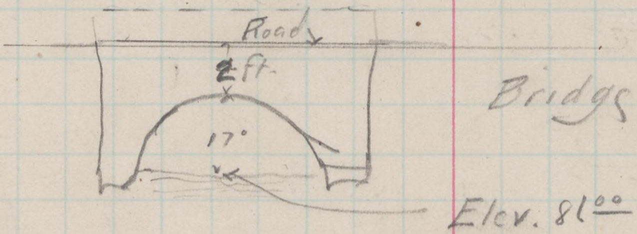


YOLANDO
Showing Drainage Situation Between Yolando Depot and Point 1,000 Feet West.
See Pages #43 to #46

SAUNDERS AVENUE

Power Ho –

Top Rail E B Track



ROSS — BOLLINAS AVE

— X-Sections Showing Situation at Washout —

B.M.				100.00	Ele. Assumed Top of Bolt at East End of Rt Hd Guard Rail
	3.84	103.84			Creek Bottom at this point 77.0
					X Sections to Right of ℄ R of W.
7 +0.0			3.6	100.2	
8 480+09			3.15	100.69	96.3/12 · 95.8/28 · 83.8/32 · 79.6/62 · 80.0/77 · 90.0/97 · 93.0/120
9			2.96	100.88	
+20 481+29½			2.94	100.90	99.3/8 · 80.3/30 · 80.5/45 · 90.5/60 · 95.4/85
10			2.83	101.01	
11 483+09½			2.68	101.16	99.9/8 · 84.1/25 · 83.9/45 · 98.9/55 · 100.3/75
12 = 484+09½			2.43	101.41	100.2/9 · 84.5/27 · 84.3/37 · 88.2/75 · 95.0/105 · 102.0/145
13			2.33	101.51	See Plan Page 52 & 51

[illegible] 9-30-11

[illegible]

Top Rail E B Track

10+36 Opp. End Wooden Bulk Head

10+00

8+50

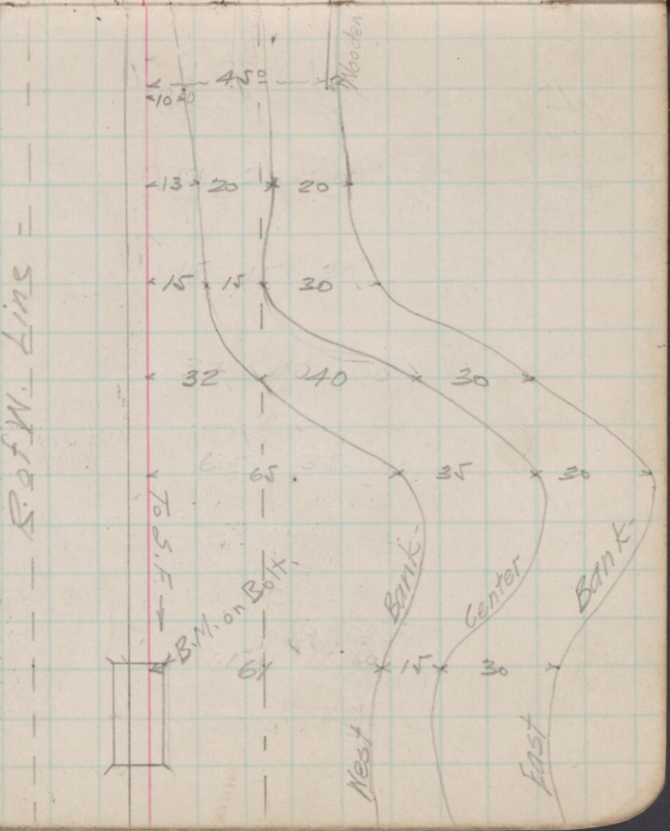
7+85

7+00

5+57 9 E.E. 15 'C'

4+81 ½ W.E. 15 'C'

Plotted
R.O.B.



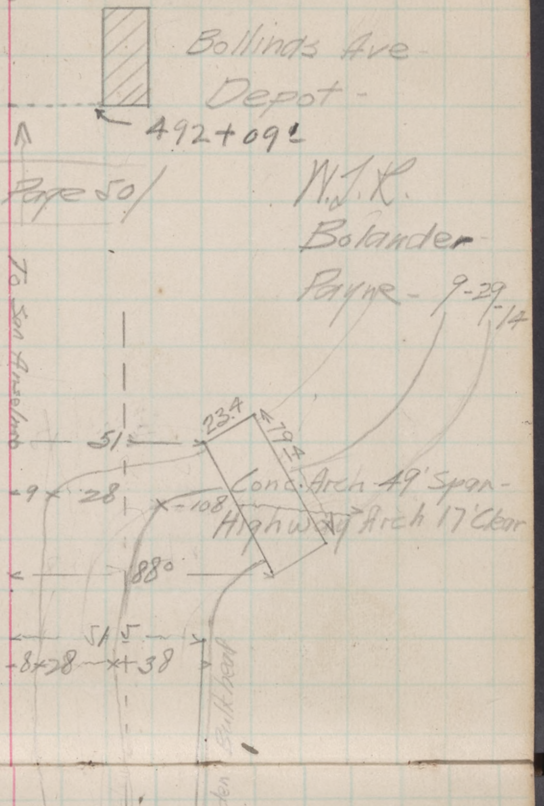
57

Ross — Bollinas Ave

— Data On Washout Situation —

20+00		Assumed Sta. N.L. Bollinas Depot
18+62		Sta. Fence.
12+53		Opp. Nearest Corner H.W. Bridge
12+00	484+09	Opp. End Conc found. for Rubble Retain Wall
11+83.5		At 90° Angle to nearest Cor H.W. Bridge
11+50		P.I. With East Line End of Bridge
11+48		Opp. End of Wooden Bulkhead
11+00		
10+71	482+80	Opp. End Conc. Foundation for Rubble Wall

See X Sections on Page 50



W.J.K.
Bolander
Payne — 9-29-14

53.

#5

Valley Ford - Raise Grade ½ Mile East -

	100.48			
1994		4.73	95.75	95.705
+50		3.98	96.50	96.53
5		3.14	97.34	97.355
+50		2.33	98.15	98.18
6		1.49	98.99	99.005

8			4.20	87.11	Level	92.69	91.7	0.8	+4.2 / 13.3	+5.?	+4.2 / 13.3
⊙	8.01	94.98	4.34	86.97						
+50			7.19	87.79		92.69	91.7	1.5	+4.6 / 13.9	+4.9	+4.1 / 13.2
9			6.76	88.22						
+50			6.60	88.38						
90			5.92	89.66						
+50			5.12	89.86						
1 +17.22			4.39	90.59	+16.5 → Vert. Curve	92.69					
+50			3.52	91.46		92.85					
+67.22											
2			2.63	92.35		93.18	92.67				
+17.22											
+50			1.75	93.23		93.68	93.23				
+67 22											
3 +17.22			0.91	94.07		94.34	94.05				
+50			0.10	94.88		94.88					
⊙			0.27	94.71							
B.M.			5.90	89.08	On Spike on Tel. Pole 15' Rt of 1990+75						
⊙	5.77	100.48									
50											

-Valley Ford- Raise Grade ½ Mile East-

+50										
		91.31								
1982+50			3.69	87.62	92.69	91.7	1.3	+4.2 / 13.3	+5.1	+3.6 / 12.4
+92.2										
3			3.90	87.41	92.69	91.7	1.1	+4.2 / 13.3	+5.3	+3.9 / 12.8
+25.0										
+50			4.15	87.16	92.69	91.7	0.9	+4.6 / 14.	+5.5	+4.1 / 13.1
4			4.38	86.93	92.69	91.7	0.6	+4.6 / 13.9	+5.8	+4.3 / 13.5
+50			4.63	86.68	92.69	91.7	0.4	+5.6 / 15.4	+6.0	+5.0 / 14.5
5			4.73	86.58	92.69	91.7	0.3	+5.2 / 14.8	+6.1	+5.0 / 14.5
+50			4.83	86.48	Level 92.69	91.7	0.2	+4.8 / 14.2	+6.2	+5.0 / 14.5
6			4.90	86.41	92.69	91.7	0.1	+5.0 / 14.5	+6.3	+4.7 / 14.0
+50			4.96	86.35	92.69	91.7	0.1	+5.0 / 14.5	+6.3	+4.7 / 14.0
7			4.86	86.45	92.69	91.7	0.2	+5.0 / 14.5	+6.2	+5.1 / 14.6
+50			4.69	86.62	92.69	91.7	0.3	+4.4 / 13.6	+6.1	+3.3 / 12.0
8			4.20	87.11	92.69	91.7	0.8	+4.2	+5.[illegible]	+4.2

76			7.31	93.32	X	93.45					
0	1.71	94.83	7.51	93.12	Vert Curve						
+50			2.05	92.78		93.13					
7			2.50	92.33		92.91			8.0		8.0
+50			2.96	91.87		92.76	91.7		+0.6	+	F-0.6
8			3.43	91.40	X	92.69	91.7		11 +2.7	+	7.6 +1.0
+50			3.90	90.93		92.69	91.7		+4.3 13.5	+1.8	+0.3 7.5
9			4.37	90.46		92.69	91.7		+6.3 15.5	+2.2	+1.0 8.5
+50			4.83	90.00		92.69	91.7		+6.9 17.4	+2.7	+1.0 8.5
1980			5.30	89.53		92.69	91.7		+6.7 17.0	+3.2	+2.0 10.0
+[illegible]			5.77	89.06	Level	92.69	91.7		+7.0 17.5	+3.7	+2.8 11.2
[illegible]			6.19	88.64		92.69	91.7	2	+5.4 15.1	+4.0	+3.3 12.0
+[illegible]0			6.59	88.24		92.69	91.7	1.9	+4.4 13.6	+4.4	+3.8 12.7
2			6.93	87.90		92.69	91.7	1.6	+4.0 13.0	+4.8	+3.7 12.5
[illegible]	3.70	91.31	7.22	87.61							

58

– Valley Ford – Raise Grade ½ Mile East –

Sta –	+	H.I.	–	Ele –	Grade –	Sub-Grade –
B.M.				100.00	Spike In Tel. Pole 20' Rt of 1973+10	
	0.63	100.63				
1970			2.36	98.27		
+50			2.90	97.73		
1			3.44	97.19		
+50			3.88	96.75		
2			4.31	96.32		
+50			4.65	95.98	95.98	
3			5.01	95.62	95.62	
+50			5.30	95.33	95.26	
4			5.70	94.93	94.89	
+50			6.04	94.59	94.53	
5			6.46	94.17	94.17	
+50			6.87	93.76	93.81	

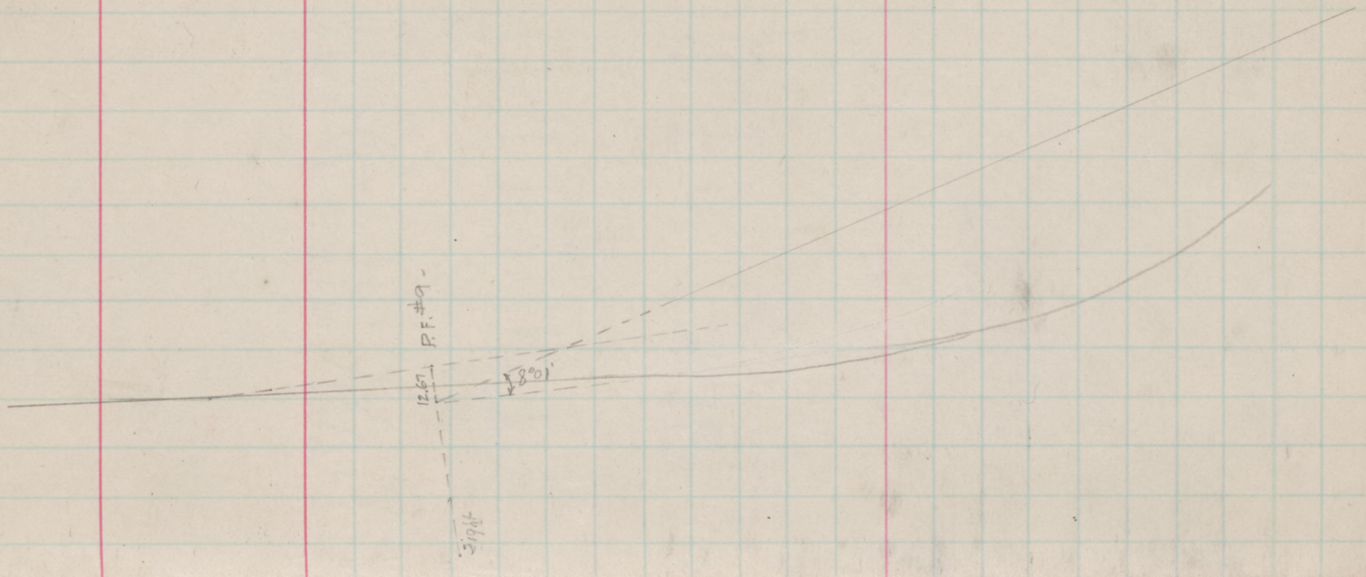
-0.72

9-5-14
9-7-14
E.H.K.

7.04

7.285
7.29
7.28
7.26

12.67



LAUGHLIN —

Balla

Report of Progress

Track Raised to Grade -	E.S. 6846+60	to
Raised to standard	E.S. 6846+60	to
Full Ballast on Ground - -	E.S. 6846+60	to
" " " "	E.S. 6538	to
	Total Track	Full
1/2 Ballast on Ground	E.S. 6561	to
" " " "	E.S. 6494	to
1/4 Ballast on Ground -	E.S. 6507	to

R

Haslin't

	0	40
	13	14
	21	10
	35	04

Alint

	—	
	13	29½
	20	23½
	33	53

Hilpass
6-7-14

ork-

to 0 Tr. Ft.
to 60 Tr. Ft.
to 60 Tr. Ft.
to 00 " "
Full 0 Tr. F.
to 00 Tr. Ft
to 00 " "
00 Tr. Ft
to 00 Tr. Ft.

LAUGHLIN —

Balla

Report of Progress

Track Raised to Grade -	E.S. 6846+60	to
Raised to standard	E.S. 6846+60	to
Full Ballast on Ground - -	E.S. 6846+60	to
" " " "	E.S. 6538	to
	Total Track Full	
1/2 Ballast on Ground	E.S. 6561	to
" " " "	E.S. 6494	to
1/4 Ballast on Ground -	E.S. 6507	to

L.		R
Old Alin't		
#22	12 52	
#23		0 40
#24		13 14
#25	18 37	
#26		21 10
#27	17 20	
	48 49	35 04
	35 04	
	13 45.	
New Alin't		
#22 same	12 49	
#23 eliminated	—	—
#24	—	13 29½
#25	17 28	
#26		20 23½
#27 same	17 21	
	47 38	33 53
	33 53	
	13 45	

Line change at Hilpasi

6-7-14

Balla

ress

+60 to

+60 to

6 +60 to

38 to

k Full

61 to

494 to

07 to

Hill pass.

Wellits X
Aug 14

D

Work.

to	60
to	760
to	560
to	00
ull	60
to	300
to	900
	200
to	800

to

to

to

to

Full

to

to

to

— RIDGEWOOD

...sting

of Various Phases Of Work.

9-2-14 -

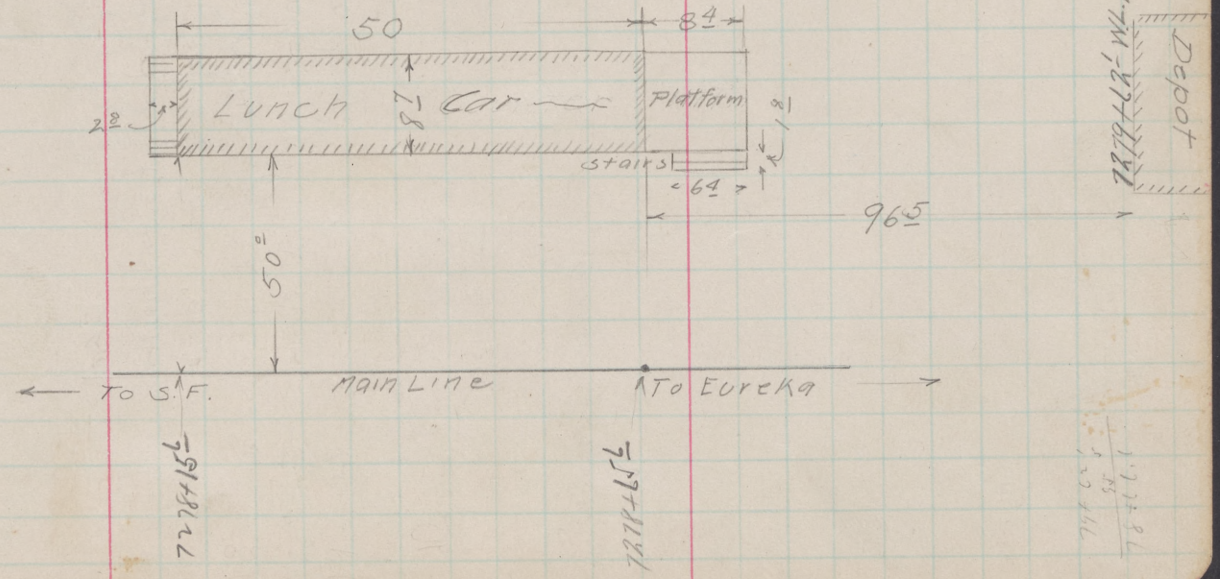
W.A.R.

E.S. 6649+00 ---	19760 Tr. Ft.
E.S. 6739+00 ----	10760 Tr. Ft.
E.S. 6561+00 ----	28560 Tr. Ft.
E.S. 6507 --------	3100 " "
Ballast on Ground -	31660 Tr. F.
E.S. 6538 -------	2300 Tr. Ft
E.S. 6485 --------	900 " "
	3200 Tr. Ft
E.S. 6499 -------	800 Tr. Ft.

— WILLITS —

Location of Lunch Car.

9-3-14 H.J.L.



Plotted 8813 9/15/14

New Work Re. May 1914.

9-3-14
W.T.K.

- Ridgewood -

Location of Creek Bottom - With Reference to Angle Line along Water Line

Sta - Sight on - Angle - Dist to Creek - Remarks.

See Pages - 87, 88 - 99 & 100.

Sta	Sight on	Angle	Dist to Creek	Remarks
4+00	2+22.5	60°00' Rt	330'	
5+00	4+46.6	105°00' Rt	354'	
8+48.9	9+74.8	90°00' Lt	50'	
9+00	9+74.8	90° Lt	75'	
11+00	11+36.7	90° Lt	60'	
12+60.5	11+36.7	60° Rt	60'	
14+55.4	15+60	90° Lt	25'	
15+00	14+55.4	90° Rt	15'	
15+60	14+55.4	90° Rt	15'	
16+55.3	16+08.4	60° Rt	75'	
		165° Rt	25'	
17+00			10' Lt	
17+60			℄	
18+00			10' Lt	
18+60			℄	
18+83			10' Lt	
19+05			℄	
20+02			℄	

3" Black Pipe at Upper End of Water Line - Checked

Rubble Concrete Dam (About 82 Cu. Ft. Material)

Dimensions {22' / 10'} × 3.5 × {9' / 20'}

Reservoir Contains About 4,500 Gals

Dam at 20+87 By Line of Ditch Stationing.

2+25				4.5	10[illegible].8	106.2 / 25	101.8 97.4 / 25	103.05
1+75				0.6	105.7	115.7 / 20	105.7 102.4 / 15	103.55
⊙		2.52	108.72	0.12	106.20	T.P. on top stake at 1+75		
1+50				0.0	108.7	111.6 / 20	108.7 102.2 / 6 103.8 / 15 In M.L.	103.8
1+00				5.2	103.5	125.5 / 30 122.5 / 20	103.5 This side onto M.L.	104.3'
0+90								
0+78.4	Top of Rail P.F.			3.19	105.53	On M.L. Roadbed.		104.4
0+00	" " " P.S.			1.75	106.97	" "	"	

450 Cu. Yds.

Note - For Plan See Pages 67 & 68

Stationing	+	H.I.	−	Ele-	Lt	℄	Rt	
				100.00	Assumed Ele - Top of Conc. Bridge Board 133E			
	6.32	106.32						
			7.19	99.13	Top-of-Rail opp 5+15			Subgrade
5+15			4.4	101.9	104.9 / 11	101.9		100.85
4+75			5.8	100.5	103.6 / 12	100.5	97.4 / 12; 97.3 / 25	101.05
4+00			5.2	101.1	102.4 / 12	101.1	100.6 / 15	101.43
3+75 Highway			3.8	102.5	103.6 / 15	102.0	101.6 / 15	101.55
3+25			3.6	102.7	104.0 / 15	102.7	99.[illegible] / 15; 97.9 / 25	102.05
2+75			5.1	101.2	103.9 / 25	101.2	98.9 / 20	102.55
[illegible]			4.5	[illegible].8	106.2	[illegible].8	97.4	103.05

2 Miles East of RIDGEWOOD
Profile & X Sections on Line of
Proposed Spur to Serve
State Highway Commission
9-3-4

By Kurtz 9-8-[illegible]
N.L.F.

2+25 E.C. 17°30' Lt 11° 57'

2+75

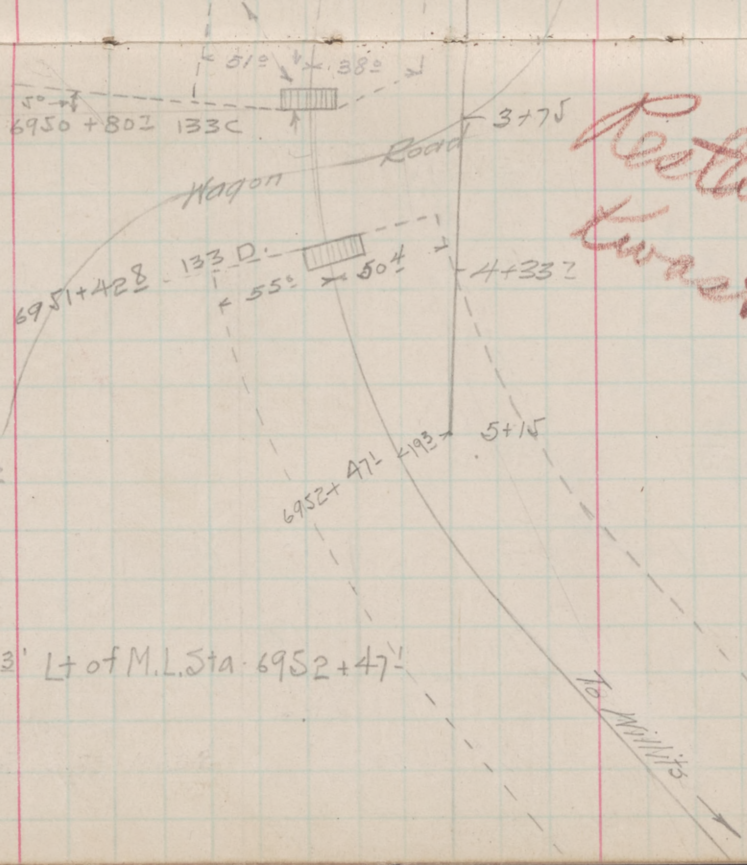
3+25

3+75 ℄ Highway -

4+00

4+33.7 R. of W. Fence

4+75



5+15 End of Spur. 19.3' Lt of M.L. Sta. 6952+47±

Restaked by tract 9/8/14 N.S.R.

80
b

2 Mile East of RIDGEWOOD.

0+00 Spur = 6947+00 P.S. - Proposed Spur to Serve - State Highway Commission -

9-3-14

H.T.E.

0+78.4 P.F. #10 = 6947+78.4

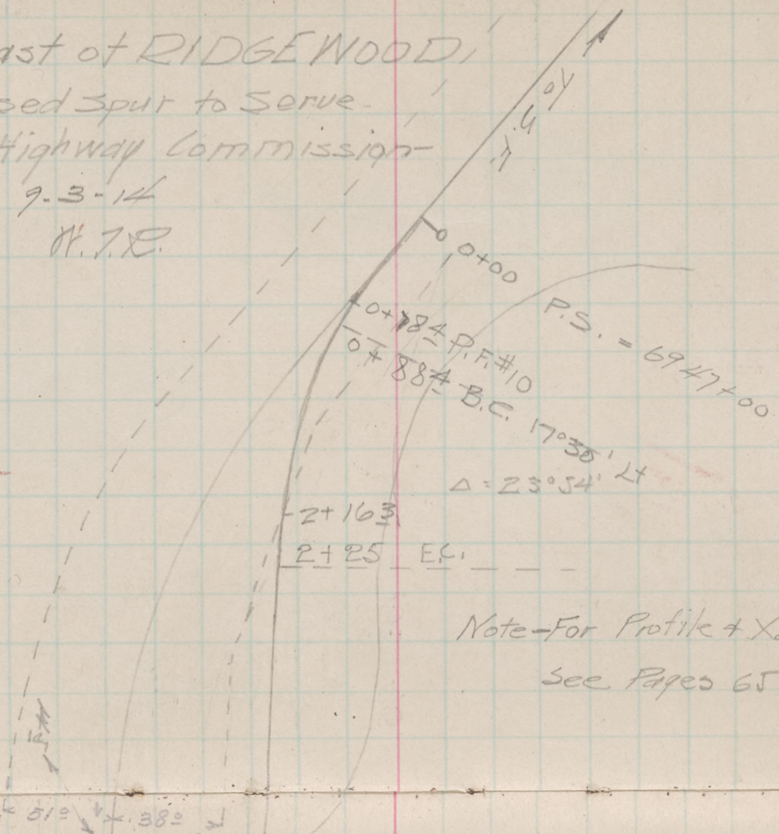
0+88.4 B.C. 17°30' Lt

1+25 P.O.C. 3°12'

Void

1+75 7° 34½'

2+16.3 Pass thru fence -

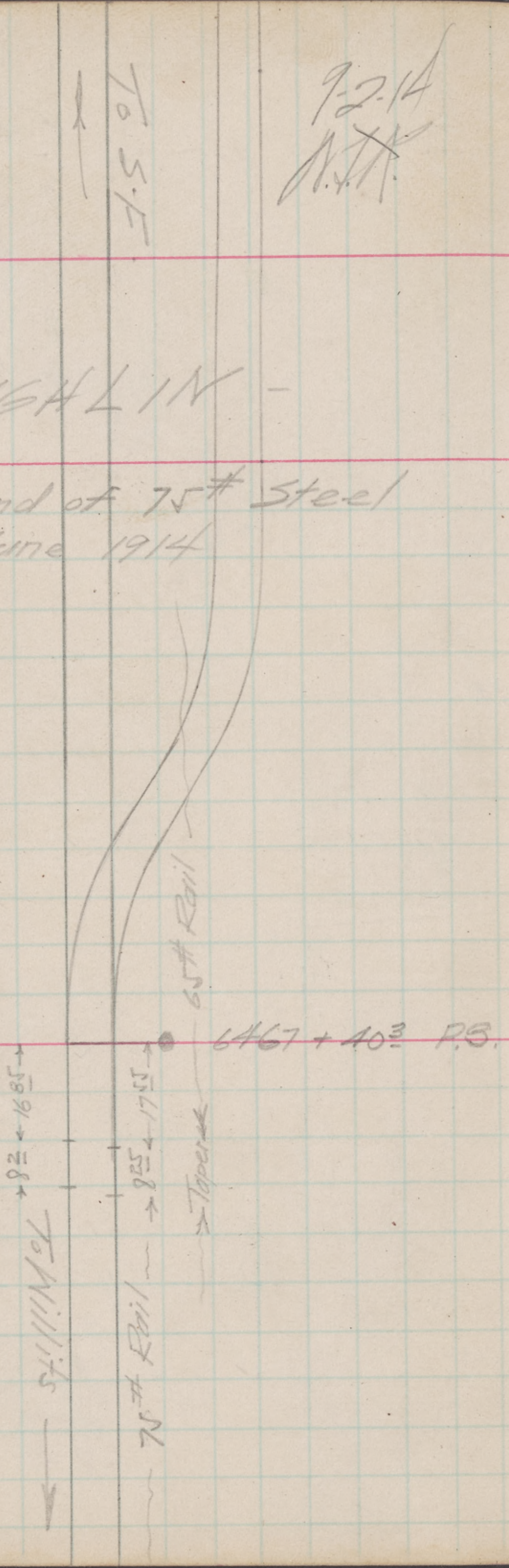


Note - For Profile + X Sections See Pages 65 & 66

9-2-14
N.A.K.

— LAUGHLIN —

Showing End of 75# Steel
Laid June 1914



- LAUGHLIN - 9-2-14 N.Y.R. 70.

Road Xing 1 Mile East.

See Sketch - Page #71 -

+	H.I.	-	Elev.	
			100.00	Nail in Laughlin One Mile Sign
2.55	102.55			
0+00		1.95	100.60	Opp. Sign - Top of Rail
1+00		3.97	98.58	Top of Rail
1+97± (Actual - ~~783~~.05)		5.95	96.60	" " " at 123A.
2+00		8.30	94.25	" " "
1+55±		5.10	97.45	" " " ℄ Road -

(Ass. Ele. 100.00 = Actual Ele. ~~782.2~~ 784.80)

70' Rt Along Road -	5.9	96.6	Reductions shown below
173' " " "	@ - 2°20'		
366' " " "	@ - 1°21'		
107' Lt " "	@ + 4°16'		
253' Lt " "	@ + 2°28'		

Bank 9' Above Top-of-Rail each side of Track at Xing

70' Rt Along Road	- 5.9	96.6	- 781.4	Above Values Reduced To Horiz & Vert. Dist.
173' " " "	- 12.2	90.3	775.1	
365' " " "	- 13.7	88.8	773.6	
107' Lt " "	+ 2.9	105.4'	790.2	
253' Lt " "	+ 5.8	108.3	- 792.5	

Profile over Ground Line Parallel to, and 20' North of ℄ of Wagon Road - Approx -

250' Lt along Parallel Line	108.0	- 792.8
30' Lt " "	105.5	- 790.3
℄ Track - Top of Rail -	98.0	- 782.7
30' Rt -	105.0	- 790.1
175' Rt -	86.0	670.8

71.

Between

LAUGHLIN and REDWOOD VALLEY

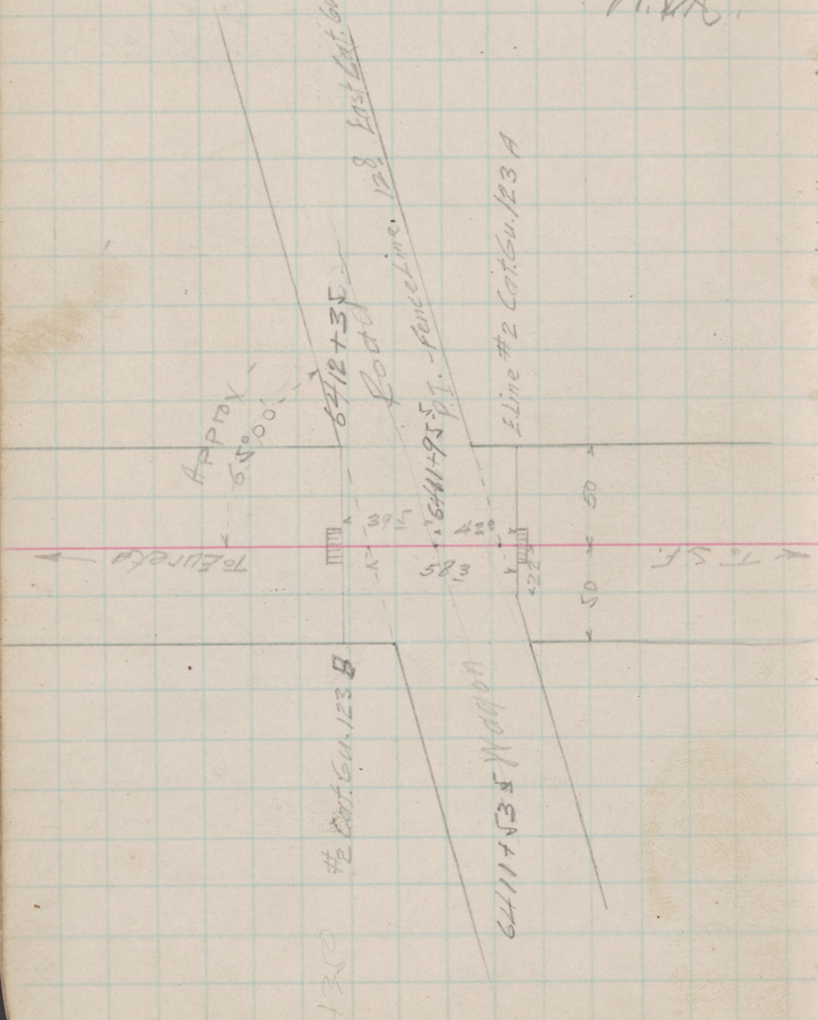
Showing Situation at Dangerous-

County Road Xing.

Levels on Page 70.

9-2-14

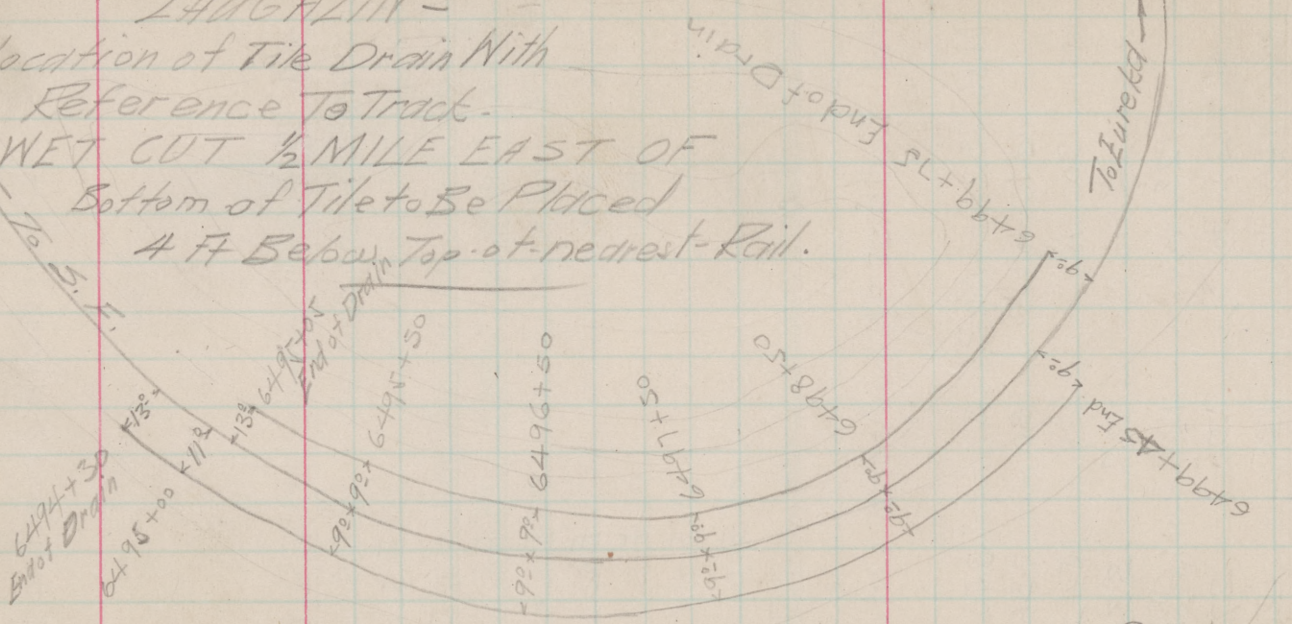
W.H.



22

– LAUGHLIN –

Location of Tile Drain With
Reference To Track.
IN WET CUT ½ MILE EAST OF
Bottom of Tile to Be Placed
4 Ft Below Top of nearest Rail.



9-2-1

[illegible]

73. LAUGHLIN — RIDGEWOOD

Progress Report of Various

Track Raised to Grade	E.S. 6846+60
Full Unloading of Ballast	E.S. 6846+60
" " " "	E.S. 6660
	Total Receivi
One/Half Unloading of Ballast	E.S. 6680
One/Third Unloading of Ballast	E.S. 6640
" " " "	E.S. 6608
" " " "	E.S. 6583
" " " "	E.S. 6550
" " " "	E.S. 6536
	Total Receivin

Total Ballast Unloaded to Date Is:—

M.P. 132 to M.P. 131 --- 350 Cu. Yds
" 131 to " 130 --- 1,736 " "
" 130 to " 129 -- 1,542 " "
" 129 to " 128 -- 330 " "
" 128 to " 127 --- 1,684 " "
" 127 to " 126 -- 270 " "
" 126 to " 125 -- 120 " "

Total M.P. 132 to 125 = 6032 Cu. Yds.

8/16/14

W.S.R.

ous Phases of Ballasting to Date -

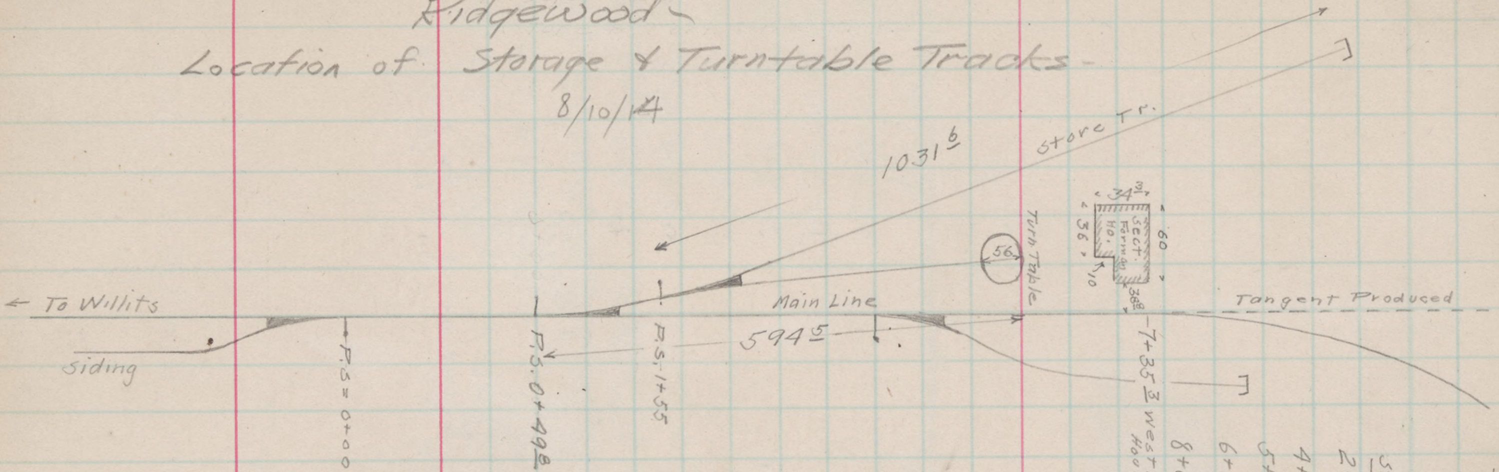
G.M.O. - 1354

to E.S. 6751+00	---	9,560	Tr. Ft.
to E.S. 6880	---	12,360	Tr. Ft.
to E.S. 6640	---	2,000	" "
...eiving Full Unloading Ballast		14,360	Tr. Ft.
to E.S. 6674	---	600	Tr. Ft.
to E.S. 6620		2,000	Tr. Ft.
to E.S. 6604		400	" "
to E.S. 6570		1,300	" "
to E.S. 6545		500	" "
to E.S. 6530		600	" "
...eiving 1/3 Ballast		4,800	Tr. Ft.

Ridgewood –

Location of Storage & Turntable Tracks –

8/10/14



Track Centers From Main Line

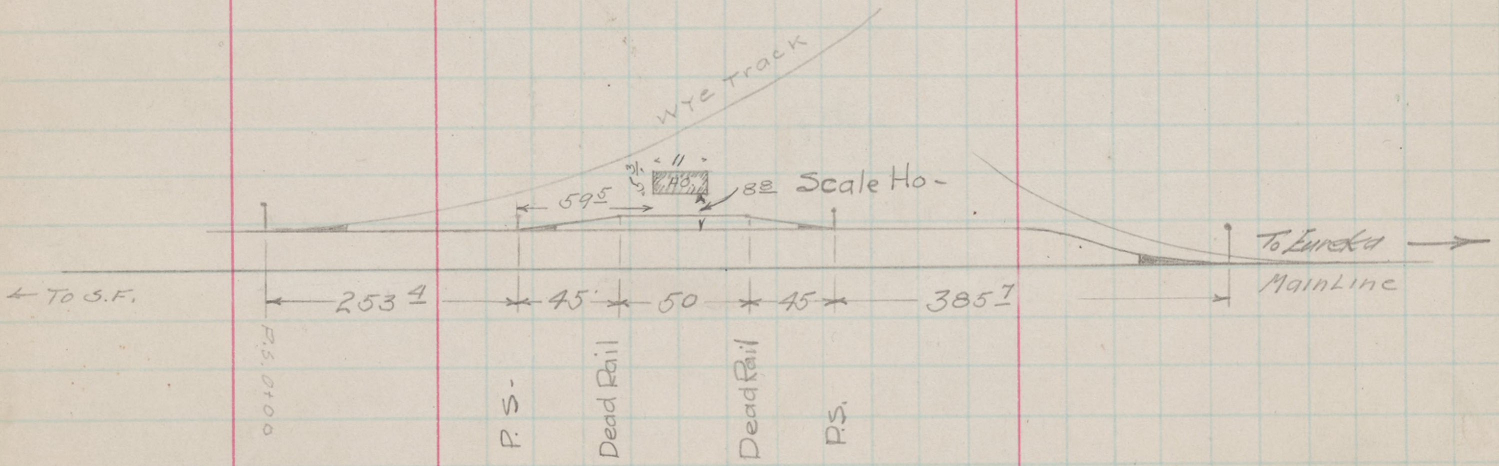
Sta.	Turn Table Tr.	Store Tr.
2+00 –	14^{5}	15^{8}
4+00 –	40^{4}	69^{9}
5+88	60^{7}	
6+00		127^{1}
8+00		184

26.

— Willits —

New Location of Scales.

8/10/14



3+00		8.1	95.8	97.1				F-1 3
3+50	Level	8.6	95.3	97.1	97.7 / 12.0	95.3	96.5 / 7.0	F-1 8
4+00		8.3	95.6	97.1	97.6 / 12.0	95.6	96.1 / 8.5	F-1 5
4+42 End of CCC Spur.								
4+50		8.0	95.9	97.1	97.6 / 10.0	95.9	96.2 / 10.0	F-1 2
5+13		5.8	98.1	97.1	99.0 / 10.0	98.1	97.7 / 10.0	
5+30	7.6 Grad/ 12.5 Cu Yds— M.L. Top of Rail	8.6	95.3	97.1	97.9 / 12.0	95.3	95.9 / 8.0	F-1 8
6+00		9.7	94.2	97.1	97.8 / 13.0	94.2	95.8 / 11.0	F-2 9
6+40	4.3 V 99.6	8.7	95.2	97.1				F-1 9

77.

8 > (+8)

Levels, Cross-Sections, Grades, Etc - HEALDSBURG -

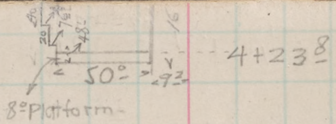
Spur to Serve Central California Canneries Co & Healdsburg Oil Co -

					Sur. Ele.	Sub-Grade							
					100.00	Assumed Ele - Spike in N.W. Cor. Sw. Stand to Lumber Spur							
0		3.91	103.91										
$0+78^{38}$	P.F. #10	Top of Rail		3.94	99.97	99.0							
5+13	Rd. Xing.			5.80	98.1								
5+13	T. of R. Main Line			4.33	99.58								
$0+88^{88}$				4.7	99.2	98.8			99.2	98.0 / 5.5	95.0 / 11.5	95.0 / 25	C-0^{4}
1+48				6.6	97.3	97.7		97.6 / 4.0	97.3	95.4 / 5.0	95.0 / 19.0		F-0^{4}
$1+78^{38}$						97.1							
$2+06^{1}$				8.2	95.7	97.1	97.0 / 8.5, 97.0 / 6.0	96.0 / 5.5	95.7	95.7 / 14			F-1^{4}
2+50				8.5	95.4	97.1	97.8 / 9.0	95.6 / 3.0	95.4	96.2 / 11.5			F-1^{7}

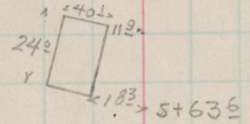
400 Cu Yds - Liberal -

4+00		B.C. 8° Rt
4+42 0		End of Tr. Request. By Cal. Can. Co.
4+76 5		Rdway Fence at Cat. Gu. 68-C
4+99		Concrete Xing sign Post - 5' Lt -
5+00		E.C.
5+13 0	175 Cu Yds	Center of Road.
5+38 9		Property Line No. Side of Street.
5+68 9		Rdway Fence at Cat Gu - 68-D
6+40		End of Track Request. By Healdsburg Oil Co - End of Spur.

Level



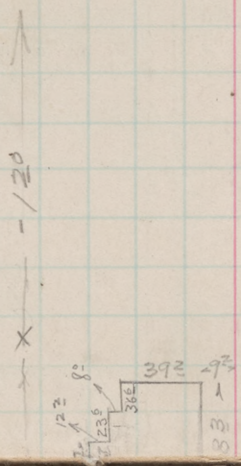
Spur



79

HEALDSBURG - Spur to serve Central California Cannery Co's and Healdsburg Oil Co.

0+00 = 3521+63 87	P.S.
0+78 38	P.F. #10 R.H.
0+88 88	B.C. 3° Rt
1+47 49	Cen. of Curve
2+06 10	E.C.
2+48 38	

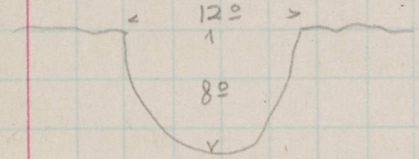


2+63⁶

to M.L. at 4393+78.8

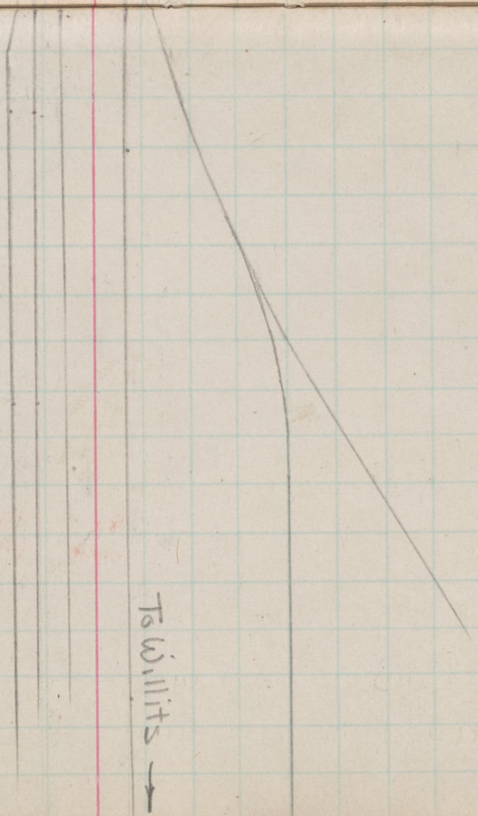
"	1+00	10.7 "
"	1+50	14.6 "
"	2	11.8 "
"	2+50	12.0 "

Average X-Section of Stream Bed



Reccommend Renewal with Ballast Deck or Rail Top Structure – Preferably Rail Top with Concrete Abutments.

Plotted A.E.B. 8-17-14



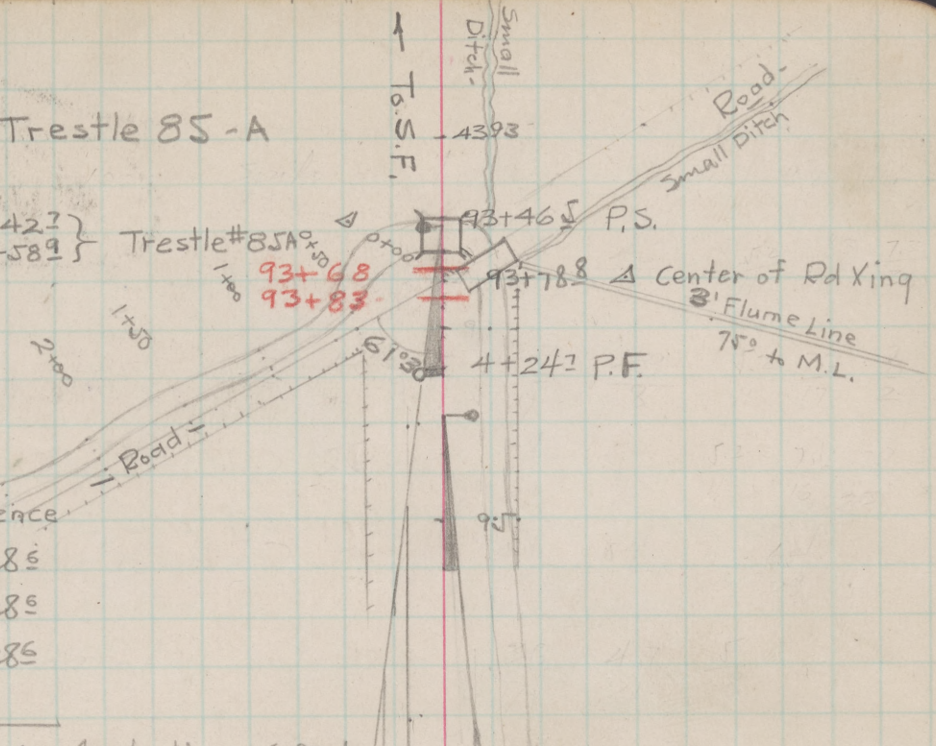
96

Cloverdale –

Data on Situation Around Trestle 85-A And Proposed Renewal.

8/15/14 W.S.R.

4393+42.7 }
4393+58.9 } Trestle #85A



Location of Creek.

Opposite	Offset	Below Top of Rail	Fence
Sta 4395 –	27.0 West	6.7	38.6
" 94+30	24.0 "	6.9	38.6
" 94	24.0 "	8.2	38.6
" 93+50	00 –	8.9	
Sta 0+50	14.7 South	11.6	Taken On Angle Line 61°30' to M.L. at 4393+78.8
1+00	10.7 "		

707+27 Fence for Rd Way-

707+67 50.8 9' " " " 2' to 12' Inside " "

708+93.0 47.8

Balance of field guys are all 2' outside R. of W. Fence-

705+39.00 = Initial Stationing-
5129+45.7 = Const. "

707+93.1 East Face Ct Guard 98-1
708+93.0 West " Sur. Cut " 98-5
708+41.0 Rd Xing-Private-

98

-M.P. 98 to M.P. 99- (cont.)

Data on R. of W. Fence and Encroachments of Trellis Guys thru Lands of Peterson.

			10 Trellis Guys Anchored	2' to 5' inside R. of W. Fence.
699+90		46^{5}		
			3 " " "	" " " "
700+90		47^{4}		
			6 " " "	" " " "
703		51^{4}		
			2 " " "	2' " " "
704+30		48^{5}		
			2 " " "	5' " " "
705+25		48^{6}		
			6 " " "	5' to 8' " " "
706+16		48^{5}		
			— " " "	2' to 3' Outside " "
706+90	} Opening in Fence for Rd Way	47^{6} }		
707+27				

			4-Guys - Anchored 5' inside fence -
16+27		51²	
			15 " " 5' to 10' " "
17+55		53¹	
			11 " " 5' " "
18+50		53⁸	
			14 " " 5' to 10' " "
19+60	← Tangent →	48⁴	
			20 " " 5' " "
Orig. Stationing			
697+35		46⁴	
			5 " " 4' to 5' " "
98+40		42⁰	
			3 " " 3' to 5' " "
99+30		46¹	

85

M.P. 98 to M.P. 99 -

Location of R.of W. Fence and Data on Encroachments on R.of W. thru Lands of Peterson-

5112+17^{5}	98 F.		Concrete Culvert Arch High 5^{4} x Wide 6^{1} x 50^{8}. {27' - Open Conc. Ditch Lt Hand- / 35' - Divert. Wall Rt Hd-
	Loci Trellis Anchors	Offset to fence on Right -	
11+80		45^{8}	Oak Stump sustaining 5 Trellis Guys-
	2' Outside Fence		Trellis Guys enter ground 2' Outside Fence.
13+10		50^{0}	
	Do		" " " " " " "
13+35	2-5' Encroachments-	45^{0}	Elder Berry Stump sustaining 2 trellis Guys.
	2' Outside Fence		Trellis Guys enter ground 2' Outside Fence.
14		49^{3}	
14+74		48^{5}	16 Trellis Guys Anchored 5' to 10' Inside fence-
15+72		50	

$7+69^{3}$ △	78°09' Lt				On Bank of Ditch -
$8+12^{7}$ △	73°42' Rt	"	"	3' R	
$8+48^{9}$ △	48°45' Rt	"	"	3' Rt	
9 P.O.T.		"	"	4' Rt	
$+74^{8}$ △	42°46' Lt	"	"	3' Rt	
10 P.O.T.		"	"	6' Rt	
11 "		"	"	10' Rt	
$+36^{7}$ △	56°14' Lt	"	"	2' Rt	
12 P.O.T.		"	"	25' Rt	
$+60^{5}$ △	8°37' Rt	"	"	5' Rt	
$13+63^{5}$ △	44°49' Lt	"	"	6' Rt	
$14+55^{4}$ △	28°16' Rt	"	"	15' Rt	
15 P.O.T.		"	"	2' Rt	
+60 △	51°03' Rt	"	"	2' Rt	
$16+08^{4}$ △	33°23' Rt	"	"	1' Rt	

Sta-$16+55^{3}$ △	8°58' Rt	℄ Ditch	5' R
17 P.O.T.		" "	30' R
17+20 P.O.T.		3" Black Pipe starts Here	
18 "		℄ of Pipe	
18+02 △	41°48 Rt	" " "	2' Lt
$18+83^{3}$ △	93°24' Lt	" " "	20' Rt
20+02		End of Pipe and Water Line in Bottom of Ridgewood Creek -	

$2+22^{5}$ △ ←

	3.47	103.47		100.00
Top of Tank -			5.00	98.47
2+00 Ditch			3.1	100.4
Top of Pipe at Tank -			4.42	99.05
2+00 Top of Pipe			2.72	100.75
⊙	2.12	92.80	12.79	90.68
Bottom of Tank -			4.75	88.05
	3.53	85.18	11.25	81.65
Top Pipe at Base Tank -			4.8	80.38
Top Rail at $53+46^{7}$			9.80	75.38

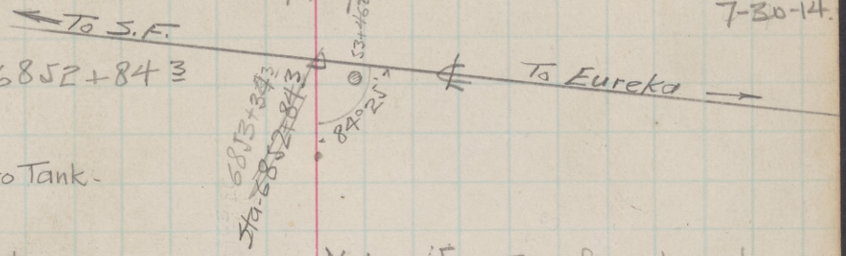
(37)

(8)

— Ridgewood —

Angle Line Over Ridgewood Water Supply Line —

W.E.R. 7-30-14.



Sta-0+00	△	84°25' Lt	= M.L. Sta-6852+84 3
1+35	△	0°21' Rt	Over Pipe Line to Tank.
1+95	P.O.T.		Beg. of Ditch.
2+00	P.O.T.		In Bottom Ditch
2+22 5	△	32°10' Rt	℄ Ditch 5' Rt.
3	P.O.T.		" " 2' Lt.
4	"		" " 10' Lt.
+46 6	△	4°15' Lt	" " 3' Rt
5	P.O.T.		" " 10' R
6	"		" " 18' R
7	"		" " 35' R

Note — For Surface Levels See Pages - 99 & 100 -

Location of Creek Line - #64

Plotted F.K. 8-18-14

Tank at 53+46

								800 "	
6	874.5		872.9	876.2 / 5	874.2 / 27				
7+00	874.8	873.3 / 3	874.1	875.4 / 3	876.2 / 14			2,500 "	
								400 "	
7+35	875.0		873.7	873.4 / 18					1400 cu ft
+70	875.0	Grade -	873.6	864.9 / 14	864.2 / 37.0		73+10		1200 cu ft
8	875.2		873.2	872.0 / 24					
+50								3000 "	
9	875.1	874.3 / 3.0	875.9	879.9 / 1.0	876.9 / 28		74+40		
+50								500 "	
10	876.4	875.0 / 4.0	878.6 / 00	879.7 / 1.0	875.6 / 26		75+39	1500 "	
+77 P.F.	878.0		877.1	876.5 / 4.5	877.3 / 5.5	870.4 / 24	76+16.6	P.F. -	
							76+95.0	AB -	
								17,950 cu ft	2600 cu ft

100 cu yds. Fill -
750 cu. yds cut

Estimated yardage 750 @ 35¢ # 262.50

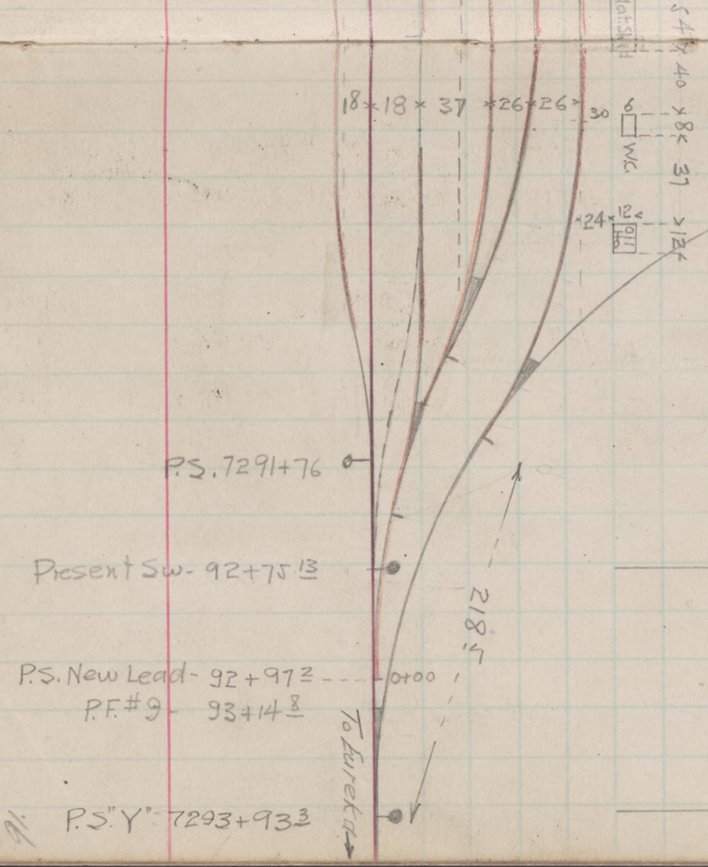
gg.

90

LAUGHLIN — X-Sections to Cover Excavation for Extension of Sidetrack-

0+00 = 6465+50 M.L. Sta.

0+00							
0+50							
1+00							
+50							
2	873^{1}						
+50						Cut -	Fill -
3	873^{5}	Graded-				1,000 cu ft	
+50	873^{6}						
4	873^{7}	872^{4}	873^{1} / 2	875^{2} / 15	~~874^{4}~~ 874^{3} / 24		
+50						3,000 "	
5+50	874^{3}	873^{0}	873^{0} / 20	875^{6} / 35	875^{6} / 13		
+75	874^{3}	872^{9}	872^{9} / 3	877^{3} / 7	880^{4} / 20	750 "	
	874^{5}	872^{9}	876^{2}	874^{2}		800 "	



Track #1 Coach Tr.-		0+00 P.S. = 1+71 ^{41} Track #2 Lead
		0+62 ^{64} P.F. #7 = 2+34 ^{05} " " "
16° Lt Δ = 13°12' S.T. = 41 ^{46} L.of C. 82 ^{50}		0+81 ^{84} B.C. 16° Lt
		1+64 ^{34} E.C.
10° Lt Δ = 10°22' S.T. = 52 ^{00} L.of C. = 103 ^{37}		3+11 ^{59} B.C. 10° Lt
		4+14 ^{96} E.C.
8° Rt Δ = 4°00' L.of C. = 50 ^{00} S.T. 25.03		4+96 ^{66} B.C. 8° Rt
		5+46 ^{66} E.C.
		5+56 ^{66} P.F. #9 Now In Track.-
		6+30 ^{43} P.S. Entering Scale Tr.
Scale Tr. Lead -		0+00 P.S. = 0+91 ^{27} P.O.C. Tr. #2 Lead
		0+62 ^{64} P.F. #7
15° Lt Δ = 6°56' S.T. = 23 ^{21} L.of C. = 46 ^{22}		0+69 ^{73} B.C. 15° Lt
		1+15 ^{95} E.C.
		2+15 Reenter Present Track.-

27

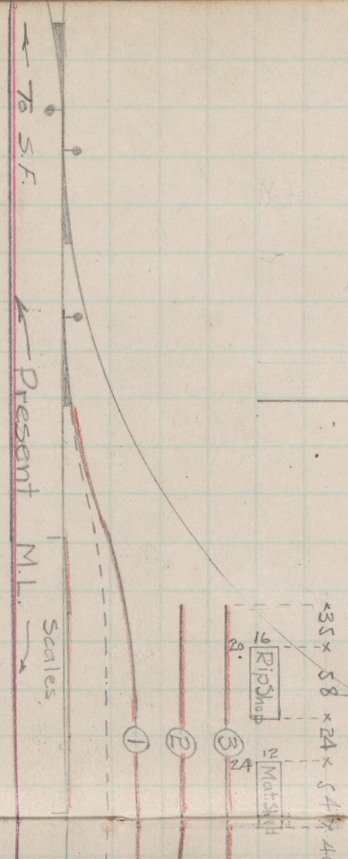
Willits —

Yard Changes Under G.M.O. # 1386 -

8/6/14 W.T.R.

P.S. - 7284+96.8

Note - See Page #76 for Location of Scales.



New Track #2

Rip Track -

12°30' Rt Δ = 15°00'
S.T. = 60.37
L. of C. 120.00

12°30' Lt - Δ = 21°26'
S.T. = 86.78
L. of C. = 171.47

0+00	P.S. = 7292+97.2 M.L.
0+73.77	P.F. #9 = 7292+23.43
0+83.77	B.C. 12°30' Rt -
0+91.27	P.S. Coach Track -
1+53.91	P.F. #7 to Coach Track -
2+03.77	E.C.
2+44.43	B.C. 12°30' Lt -
5+88.4	End of Track #2

Track #3

16° Lt Δ = 23°03'
S.T. 73.26
L. of C. = 144.06

0+00	P.S. = Pt. on East Leg "Y" 218.5 from P.S. in M.L.
0+62.64	P.F. #7
0+97.57	B.C. 16° Lt
2+41.63	E.C.
4+70	End of Rip Track -

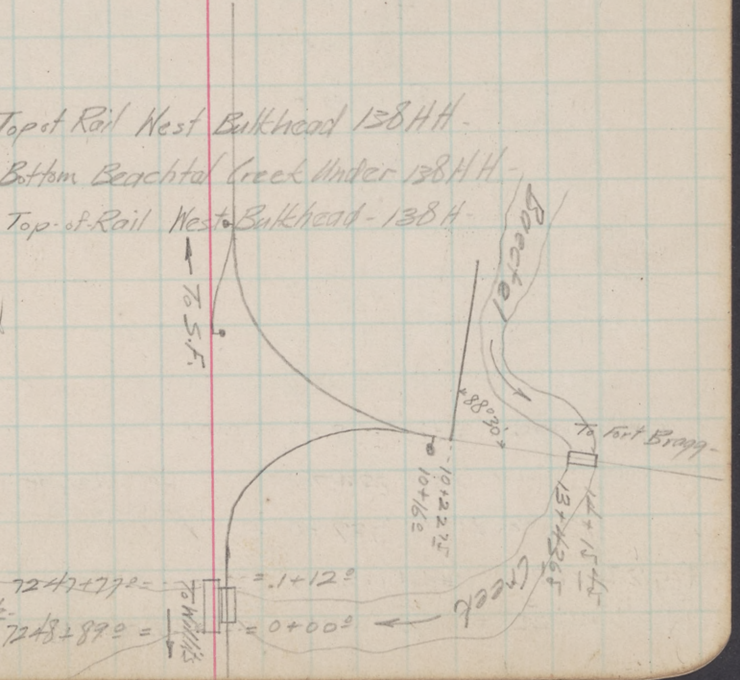
10+22.75 =0+00				96.90	Ele- Top of Rail
0	3.29	100.19	6.75	93.44	
0	4.57	98.01	5.47	92.54	
	4.70	97.24			
138 HH-			4.70	92.54	Top of Rail West Bulkhead 138HH-
Creek Bottom-			16.1	86.1	Bottom Beachtal Creek Under 138HH-
138 H-			4.84	92.40	Top-of-Rail West Bulkhead-138H-

Willits-

9/28/18

July 22. 1914-

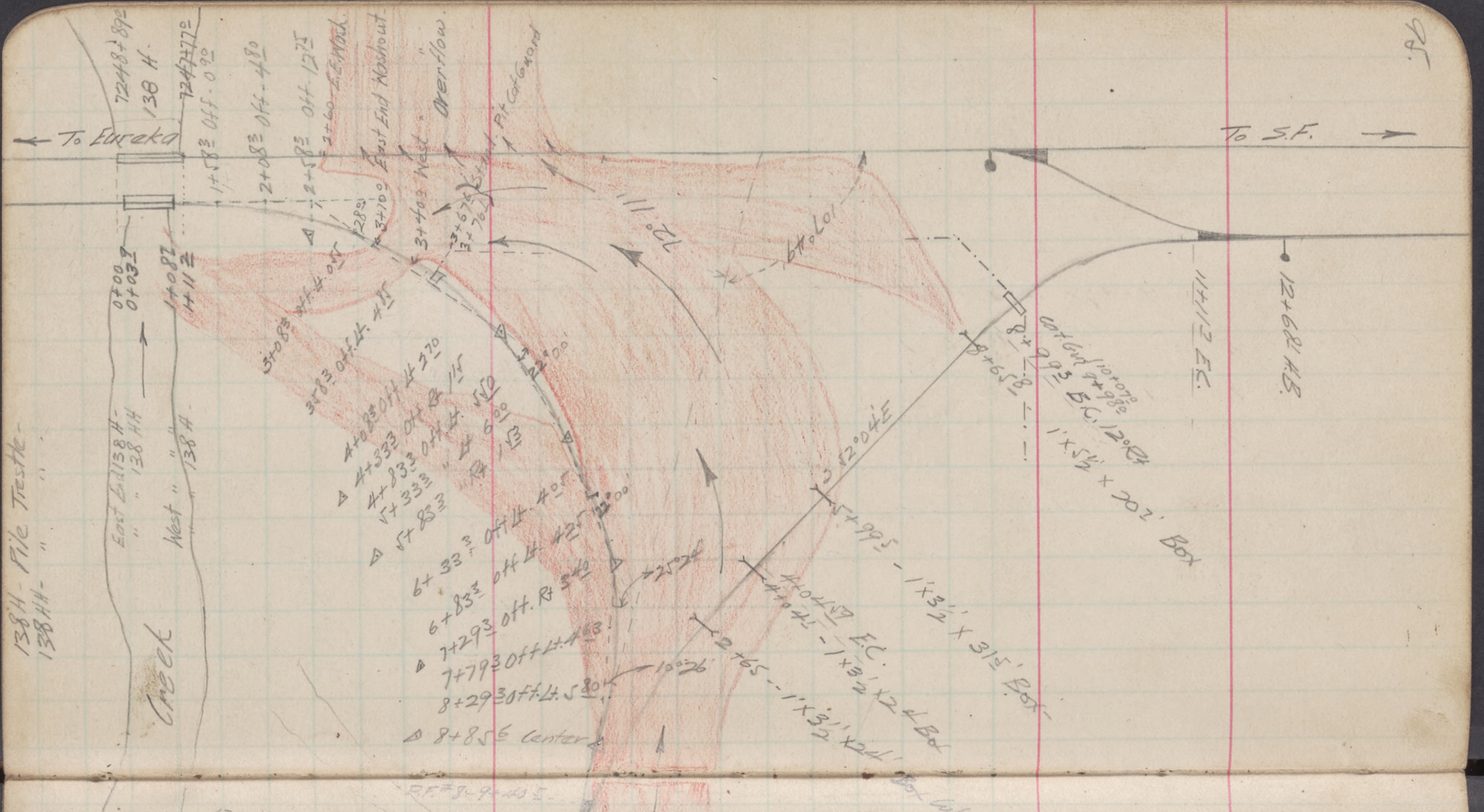
138H. 112' Trestle-



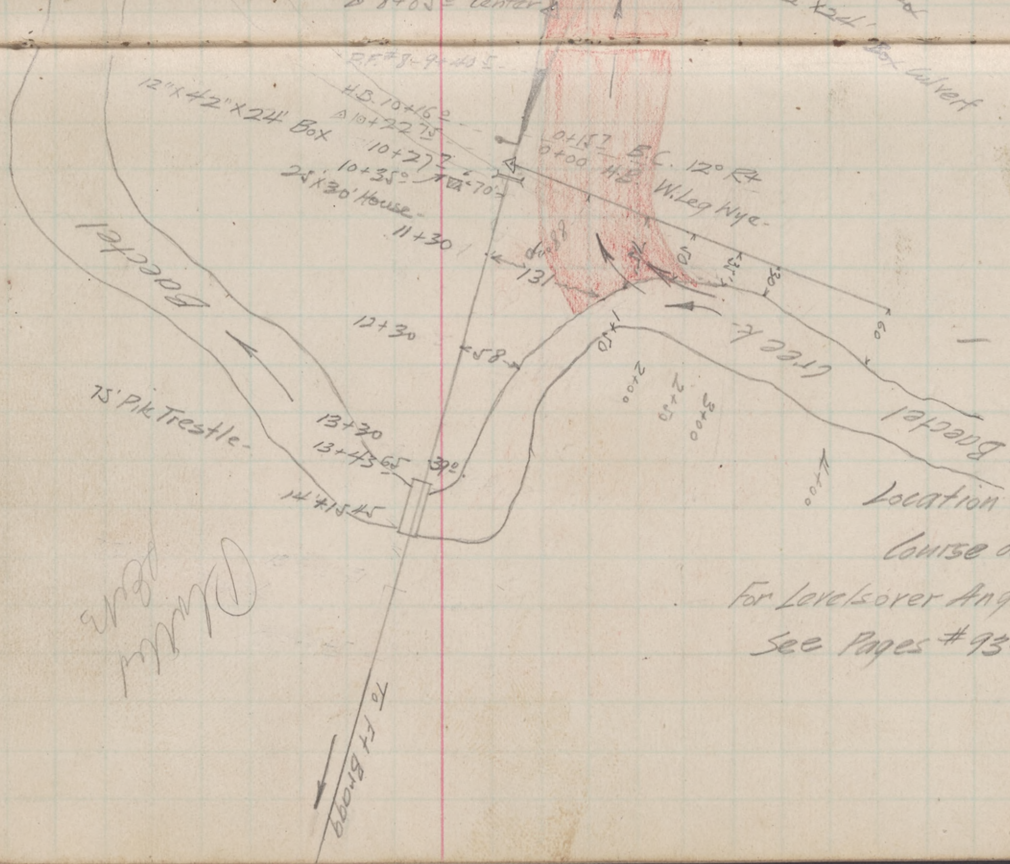
Levels Over Angle Line From C.W. R&N. Co. Line. & Showing Ele.s of Baectel Creek - - -

C.W. R&N. Co - 75' Trestle 1st East of Willits

Sta 13+44 -	2.185	102.185		100.00	Assumed Ele - Top of Bolte - Wood. Gu. Rail No. Side - W. End -						
			14.5	87.7	Bottom of Bechtel Creek Under trestle -						
0+00 Angle Line = 10+22 75		T. of R.	5.3	96.9		96 9	92 6 / 15 (Rt -)	92 9 / 40	Lower End Box -		
0+12 - " "			8.5	93.7	Ground - Ele -						
0+30 - " "			8.9	93.4							
0+50 - " "			8.3	93.9							
1+00 - " "			7.5	94.6							
1+50			6.9	95.3		95 3	95 1 / 60	96 5 / 70	90 8 / 75		
⊙	4.72	101.37	5.53	96.65							
2+00			4.8	96.6		96 6	97 2 / 50	90.5 / 55	90 5 / 80	95 0 / 125	
+50			5.2	96.2		96 2	97.7 / 28	91 2 / 35			
3			3.9	97.5		97 5	98 1 / 20	91 8 / 30			
+50			4.0	97.4							
4			3.4	98.0		98 0	99 8 / 35	98 4 / 50	93 7 / 60	92 7 / 80	93 0 / 130



98
To Eureka
To S.F.
138 H
138 H - Pile Trestle
138 HH - " "
East End 138 H
" " 138 HH
West " " 138 H
Creek
0+00
0+03
1+08
1+11
East End Washout
Overflow
Pt Cottonwood
3+08 off Lt 4
3+83 off Lt 3
4+08 off Lt
4+33 off Rt
4+83 off Lt
5+33
5+83
6+33 off Lt 4
6+83 off Lt 4
7+29 off Rt
7+79 off Lt
8+29 off Lt 5
8+85 Center
12°11'
10°07'
22°00'
22°04' E
25°20'
10°26'
11+12 E.C.
12+68 H.B.
5+99 - 1' x 3½' x 31½' Box
4+04 - 1' x 3½' x 24' Box
2+65 - 1' x 3½' x 24'
4+04 E.C.
1' x 5½' x 20' Box



— WILLITS —

Showing Location of
Near Washout Jan. 1914 —
Location of C.N.W. & W.Co. Tracks &
Course of Overflow Water.

For Levels over Angle Line & Ele. of Creek Bottom
See Pages #93-94

July - 22, 1914.
N.J.R.

Ridgewood — Willits

Change of Bridge Boards Account
Moving M.P. 137 - 800' East.

Old Letter	New Letter	Description
137 A	136 - I	Box Culvert
" B	" J	Cat-Guard-
" C	" K	" "
" D	137-A	Box Culvert
" E	" B	" "
" F	" C	" "
" G	" D	" "
" H	" E	Cat-Guard
" I	" F	" "
" J	" G	Box Culvert

W.S.R. 7-15-14

Redwood Valley - Trestle 122 B Cut-Offs

0+00		4.81	104.81		100.00	Assumed elevation	Top of Rail
1+67°	Bent #			6.11	98.70		
"	" "			9.31	95.50		
0+30	" #1	New Bent		8.23	96.58	Bulkhead - East End -	
0+43	" #2	" "		8.32	96.49		
0+58	" #3	" "		8.43	96.38		
0+73	" #4	" "		8.54	96.27		W.H.
0+88	" #5	" "	− 0.735	8.65	96.16		7/20/14
1+03	" #6	" "		8.76	96.05		
1+18	" #7	" "		8.87	95.94		
1+33	" #8	" "		8.98	95.83		
1+49	" #9	" "		9.10	95.71		
1+62	" #10	Driven 1913		9.20	95.61	Bents #10 & #11 Driven 1913 -	
1+77	" #11	" "		9.31	95.50		

(99.)

RIDGEWOOD –

Profile Levels Over Water Supply

For Alignment Notes see Pages #87 & 88
Location of Creek Line " " 64

Sta	+	H.I.	–	Elev.	Remarks
B.M. #30				1920.23	
⊙	5.22	1925.45	0.52	1924.93	
⊙	10.75	1935.68			
0+00	= M.L. Sta 6852+84.3			1912.32	Top of Rail
Base of Water Tank –				~~1924.5~~	1925.0 ✓
Top of "				1935.41	1935.41
Top of Pipe at 2+00				1937.3	✓
Pipe at Base of Water Tank			17.9	16.9	✓
~~Bottom of pipe~~ TOP " "				35.6	✓
1+00			5.9	29.8	
1+32.5			1.0	35.7	
⊙	9.22	1944.60	0.30	1935.38	
2+00			7.7	36.9	
+22.5			8.0	36.6	
3			7.7	36.9	
4			7.0	37.6	
T.P.	0.91	1944.78	0.73	1943.87	
+46.6			7.1	37.7	
5			6.9	37.9	
6			6.8	38.0	
⊙	3.68	1947.43	1.03	1943.75	
7			9.0	38.4	
8			8.1	39.3	
⊙	4.55	1948.61	3.37	1944.06	

Plotted F.K. 8-18-14

Line In Ridgewood Creek.

7-30-14

W.F.K.

Sta	+	H.I.	−	Elev.	Remarks.
⊙		1948.61			
9			7.9	40.7	
10			7.1	41.5	
⊙	4.73	1950.13	3.21	1945.40	
11			6.9	43.2	
12			5.8	44.3	
⊙	6.07	1951.22	4.98	1945.15	
13			5.9	45.3	
14			4.8	46.4	
⊙	5.24	1954.74	1.72	1949.50	
15			7.4	47.3	
16			4.2	50.5	
⊙	6.06	1958.47	2.33	1952.41	
17			5.5	53.0	
⊙	2.22	1959.67	1.02	1957.45	
+65			6.3	53.4	Beg. Black 3" Pipe
18			5.6	54.1	
⊙	10.24	1962.31	7.60	1952.07	
19			7.7	54.6	
20			5.3	57.0	
20+97			2.1	60.2	End. Black 3" Pipe
				And End	Water Line.

19[illegible]

0+00 – 12[illegible]

0+50

1+00 129

+50 131

2 132

+50 131

3 132

+50 126

4+48 90

0+00 = 1910.8 –

0+50 = 1911.2 –

1 = 1915.4 –

+50 = 1917.5 –

2 = 1918.0 –

+50 = 1917.5 –

3 = 1918.3 –

+50 = 1912.0 –

4

101 Angle of angle Line with S.T. = 64°

4 1/6

No. of W. B. ....

Date of W. B. ....

Car Number and Initial ....

Freight Delivered ...., 190 By .... Delivery Clerk

OUR AGENTS OR THEIR CLERKS ARE NOT PERMITTED TO SIGN FOR CONSIGNEE

PAYABLE IN U. S. GOLD COIN

STATE TOLL, - -

TOTAL, - -

STORAGE, - -

Angle Line for Prop Wye East of Ridgewood.

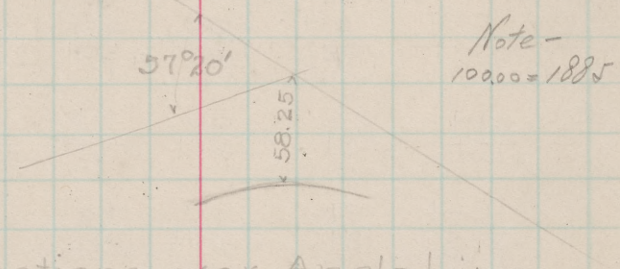
Right Engrs Sta. 6855+36.0 June 22-1914.

Levels over angle line. Spikehead R.H. Rail sta 6854+00

B.M.	+	⊼	−	Elev
	11.74	136.92		125.18
0+00			11.7	125.2
0+50			11.3	125.6
1+00			7.1	129.8
1+50			5.0	131.9
2+00			4.5	132.4
2+50			5.0	131.9
3+00			4.2	132.7
3+50			10.5	126.4

△ for curve. top of hill at Ridgewood

External = 58.25.



Note –
100.00 = 1885.6 N.W.P.

X sections over Angle Line

4+48 Bottom of Creek elevation 98.4

	Lt.			R+.	
3+50	124.5 / 95	126.6 / 64	126.4 / 00	121.1 / 33	110.1 / 94	111.4 / 115

101. Angle of angle Line with S.T. = 64°

	1785.6		
0+00	− 125.2	=	1910.8
0+50			1911.2
1+00	129.8	=	1915.4
+50	131.9	=	1917.5
2	132.4		1918.0
+50	131.9	=	1917.5
3	132.7	=	1918.3
+50	126.4	=	1912.0
4+48	98.4	=	1884.0

0+00	= 1910.8 —	1909.6 / 25	1911.4 / 30	1914.0 / 100
0+50	= 1911.2 —	1912.7 / 38	1923.7 / 100	
1	= 1915.4 —	1915.3 / 18	1927.4 / 100	1926.1 / 145
+50	= 1917.5 —	1915.8 / 87	1916.1 / 100	1921.4 / 168
2	= 1918.0 —	1912.5 / 72	1913.7 / 100	1916.5 / 146
+50	= 1917.5 —	1912.2 / 32	1908.2 / 69	1914.6 / 118
3	= 1918.3 —	1913.9 / 30	1903.0 / 80	1911.4 / 120
+50	= 1912.0 —	1906.7 / 33	1895.7 / 94	1897.0 / 115
4				

Angle Line for Prop Wye East of Ridgewood.

Right Engrs Sta. 6855+36.0 June 22-1914.

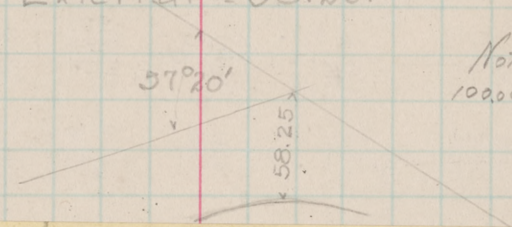
Levels over angle line.

Spikehead R.H. Rail sta 6854+00

B.M.	+	⊼	−	Elev
	11.74	136.92		125.18
0+00			11.7	125.2
0+50			11.3	125.6
1+00			7.1	129.8
1+50			5.0	131.9
2+00			4.5	132.4
2+50			5.0	131.9

△ for curve. top of hill at Ridgewood

External = 58.25.



Note –
100.00 = 1885.6 N.W.P.

910.8
11.2
915.4
17.5
18.0
917.5
918.3
912.0
884.0

1914.0 / 100
1926.1 / 145
1921.4 / 168
1916.5 / 146
1914.4 / 118
1911.4 / 120
1897.0 / 115

Station									
	98	64	00	55	94	115			
3+00	$\frac{136^{4}}{102}$	$\frac{136^{4}}{55}$	$\frac{132^{7}}{00}$	$\frac{127^{4}}{30}$	$\frac{117^{4}}{80}$	$\frac{125^{8}}{120}$			
2+50	$\frac{147^{1}}{118}$	$\frac{143^{9}}{95}$	$\frac{131^{9}}{00}$	$\frac{126^{6}}{32}$	$\frac{122^{6}}{69}$	$\frac{128^{8}}{118}$			
2+00	$\frac{162^{6}}{149}$	$\frac{156^{4}}{116}$	$\frac{144^{4}}{74}$	$\frac{139^{1}}{51}$	$\frac{132^{4}}{00}$	$\frac{126^{9}}{72}$	$\frac{128^{1}}{100}$	$\frac{130^{9}}{146}$	
1+50	$\frac{150^{2}}{140}$	$\frac{155^{9}}{120}$	$\frac{143^{9}}{73}$	$\frac{138^{6}}{50}$	$\frac{131^{9}}{00}$	$\frac{130^{2}}{87}$	$\frac{130^{5}}{100}$	$\frac{135^{8}}{168}$	
1+00	$\frac{146^{6}}{155}$	$\frac{148^{7}}{119}$	$\frac{141^{8}}{82}$	$\frac{133^{6}}{45}$	$\frac{131^{8}}{24}$	$\frac{129^{8}}{00}$	$\frac{129^{7}}{18}$	$\frac{137^{8}}{100}$	$\frac{140^{5}}{145}$
0+50	$\frac{128^{9}}{100}$	$\frac{127^{7}}{75}$	$\frac{125^{6}}{00}$	$\frac{127^{1}}{38}$	$\frac{138^{1}}{100}$				
			64^{01}						
0+00	$\frac{127^{3}}{100}$	$\frac{125^{2}}{00}$	$\frac{124^{2}}{25}$	$\frac{125^{8}}{30}$	$\frac{128^{4}}{100}$				

Sta 6855+36 Main Line = 0+00 Angle Line.

Angle of angle Line with S.T. = 64°

4^{6}

FORM 286

LOCATION IN DEPOT

DELIVERY No.

DELIVERY ORDER

WILLITS, 19

[ENTER POINT OF ORIGIN]

[IF RE-BILLING, GIVE REFERENCE TO PREVIOUS BILL]

RECEIVED FROM NORTHWESTERN PACIFIC R. R. CO. THE FOLLOWING PROPERTY IN GOOD ORDER, FROM

Northwestern Redwood Co., CONSIGNOR

WEIGHT	RATE	AMOUNT

ADVANCES.

FOR CONSIGNEE

EXAMINE FREIGHT CAREFULLY BEFORE SIGNING

SEE THAT CHARGES AGREE WITH EXPENSE BILL

Angle Line for Prop Wye East of Ridgewood.

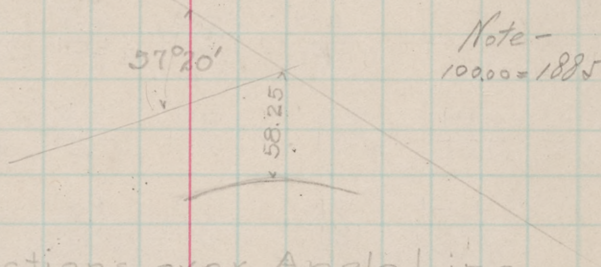
Right Engrs Sta. 6855+36.0 June 22-1914

Levels over angle line. Spikehead R.H. Rail Sta 6854+00

B.M.	+	⊼	−	Elev
	11.74	136.92		125.18
0+00			11.7	125.2
0+50			11.3	125.6
1+00			7.1	129.8
1+50			5.0	131.9
2+00			4.5	132.4
2+50			5.0	131.9
3+00			4.2	132.7
3+50			10.5	126.4

Δ for curve. top of hill at Ridgewood

External = 58.25.



Note –
100.00 = 188.56 N.V.P.

X sections over Angle Line

Lt. R+.

4+48 Bottom of Creek elevation 98.4

3+50	124.5 / 98	126.6 / 64	126.4 / 00	121.1 / 33	110.1 / 94	111.4 / 115

3+00	$\frac{106^{3}}{130}$	$\frac{97\pm}{104}$	$\frac{96^{2}}{84}$	$\frac{113.4}{00}$	$\frac{124^{7}}{61}$	$\frac{129^{6}}{103}$	
2+50	$\frac{106^{8}}{130}$	$\frac{100^{2}}{100}$	$\frac{98^{7}}{82}$	$\frac{112.9}{00}$	$\frac{124^{9}}{86}$	$\frac{133^{7}}{148}$	
2+00		$\frac{103^{9}}{140}$	$\frac{100^{5}}{84}$	$\frac{109.0}{00}$	$\frac{121}{96}$	$\frac{127^{7}}{147}$	
1+50	$\frac{105^{6}}{145}$	$\frac{103^{2}}{100}$	$\frac{103^{3}}{46}$	$\frac{108.6}{00}$	$\frac{120^{6}}{96}$	$\frac{127^{1}}{145}$	
1+00	$\frac{105^{6}}{140}$	$\frac{103^{2}}{100}$	$\frac{103^{1}}{50}$	$\frac{108.1}{00}$	$\frac{120^{1}}{115}$	$\frac{126^{8}}{160}$	
0+50		$\frac{117^{0}}{96}$	$\frac{112^{3}}{36}$	$\frac{111.7}{00}$	$\frac{114^{0}}{24}$	$\frac{113^{9}}{82}$	$\frac{114^{5}}{100}$

90°

Sta 6845+00 Main Line = 0+00 Angle Line ℄ Main Line.

p3.

104

Angle Line For Prop. Wye West of Ridgewood.

Left Engrs Sta. 6845+00 June 22-1914

Levels over angle Line. ℄ on head of spike at Sta 44+50. R.H. Rail.

	+	HI	−	Elev.
B.M.	6.14	116.39		110.25
0+50			4.7	111.7
1+00			8.3	108.1
T.P.	5.5	117.74	4.15	112.24
1+50			9.1	108.6
2+00			8.7	109.0
T.P.	7.12	114.21	10.65	107.09
2+50			1.3	112.9
T.P.	8.29	115.38	7.12	107.09
3+00			2.0	113.4
3+50			3.0	112.4
4+00			5.3	110.1

Note 100.00 = 188.5 N.W.P. Datum.

X Sections over Angle Line.

	Left.			Elev.		Rt.	
4+00.		95^{1} / 106	101^{9} / 65	104^{8} / 39	110.1 / 00	117^{4} / 57	127^{4} / 82
3+50.	101^{4} / 133	90^{1} / 109	101^{4} / 75	107^{1} / 34	112.4 / 00	122^{1} / 44	129^{2} / 88
		106^{3}	97^{1}	96^{8}	113.4	124^{1}	129^{6}

107.

Ridgewood

Note - 100.00 = $1885^{\underline{6}}$

Sta.	+	H.I.	−	Top-of-Tie	
				100.00	Assumed Ele.
	0.68	100.68			
6837+00			11.6	89.1	✓
+50			10.1	90.6	✓
8			8.5	92.2	✓
+50			7.0	93.7	✓
9			5.6	95.1	✓
+50			4.1	96.5	✓
40			2.5	98.1	✓
+50			1.2	99.5	✓
⊙	11.34	111.34	0.68	100.00	P.O.S.T. East Tang.
41			10.6	100.7	✓
+50			9.4	101.9	✓
42			8.1	103.2	✓ $\frac{120^{\underline{7}}}{89}$ $\frac{118^{\underline{8}}}{50}$ $\frac{112^{\underline{1}}}{39}$
+50			6.9	104.4	✓
3			5.5	105.8	✓ $\frac{114^{\underline{7}}}{63}$ $\frac{114^{\underline{0}}}{43}$
+50			4.1	107.2	✓ $\frac{108^{\underline{9}}}{85}$ $\frac{112^{\underline{0}}}{53}$
4			2.6	108.7	✓
+50			1.1	110.2	✓ $\frac{109^{\underline{7}}}{89}$ $\frac{114^{\underline{7}}}{49}$
⊙	11.51	121.76	1.09	110.25	On Head Spike
45			10.2	111.6	✓
+50			8.8	113.0	✓
46			7.4	114.4	✓
+50			6.0	115.8	✓ $\frac{124^{\underline{3}}}{75}$

N.W.P. Datum

Lt. Center- Rt.

P.a.S.T. East Tangent Curve #47 - 1st East Ridgewood -

$68^{3}/45$ $70^{4}/35$ $88^{0}/8$ 89^{1} $88^{4}/85$ $69^{3}/40$ $66^{0}/55$

$81^{8}/49$ $79^{0}/29$ $91^{4}/9$ 92^{2} $91^{2}/90$ $72^{2}/35$ $70^{2}/50$

$94^{1}/50$ $89^{5}/18$ $93^{9}/7$ 95^{1} $94^{6}/8$ $82^{9}/29$ $82^{5}/50$

$111^{8}/68$ $99^{0}/13$ $96^{1}/9$ $97^{8}/5$ 98^{1} $97^{8}/9$ $90^{9}/23$ $90.5/43$

1st Curve East of Ridgewood -

$123^{8}/84$ $121^{1}/61$ $113^{4}/24$ $99^{4}/8$ 100.7 $100.7/4$ $99^{7}/6$ $102^{4}/15$ $101^{5}/41$

$124.1/87$ $116^{1}/26$ $100^{6}/8$ 101^{9} $101^{5}/8$ $105.3/14$ $105.3/46$

$116^{4}/33$ $116^{3}/28$ $102.1/8$ 103^{2} $102^{2}/8$ $107^{8}/17$ $109^{6}/44$

$112^{8}/36$ $113^{1}/20$ $104^{6}/8$ $105^{8}/6$ 105^{8} $105^{8}/6$ $104^{5}/8$ $110^{6}/16$ $111^{8}/48$

$113^{0}/42$ $113^{5}/17$ $106^{0}/9$ $107^{2}/5$ 107^{2} $107.2/5$ $106^{2}/8$ $115^{5}/30$ $116^{7}/58$

$113^{9}/24$ $112^{2}/17$ $109^{2}/8$ $110^{2}/5$ 110^{2} $110^{2}/5$ $109^{2}/9$ $117^{6}/20$ $117^{8}/31$ $119^{6}/36$ $120^{2}/64$

At Sta. 44+50 Rt Hand Rail -

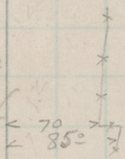
$113^{4}/76$ $114^{2}/28$ $114^{0}/15$ 113^{0} $113^{0}/5$ $111.7/9$ $117^{0}/15$ $119^{0}/34$ $118^{6}/50$

$120^{2}/16$ $114^{5}/10$ $115^{8}/8$ 115^{8} $115^{8}/5$ $114^{6}/9$ $118^{0}/14$ $118^{2}/50$ $126^{4}/60$ $129^{5}/100$

109.

Ridgewood –

Sta.	+	H.I.	–	Top-of-Tie		
		121.76				
6847			4.5	117.3	✓	
+50			2.9	118.8	✓	1355/73
8			1.3	120.5	✓	
⊙	9.45	129.58	0.63	(120.13)	On Spike Head	
+50			8.6	121.0		1455/71
9			7.4	122.2		
+50			6.2	123.4		1519/70
50			5.5	124.1		
+50			5.3	124.3		1513/89
1			5.2	124.4		
+50			5.0	124.6		
2			4.9	124.7		
+25				124.7		
+50			4.8	124.8		
3			4.7	124.9		
+50			4.6	125.0		1357/90
⊙	9.38	134.56	4.40	125.18	On Spike Head	
4			9.5	125.1		1370/73
+30				125.0		
+50			9.6	125.0		
5			9.6	125.0		
+50			9.5	125.1		
6			9.5	125.1		
+50			9.7	124.9		



Lt. Center Rt.

118.3

130.0/25 116.4/8 117.3/6 117.3 117.6/23 133.3/41 141.3/87

Rt Hand Rail Sta-6848+25

141.2/39 120.0/10 121.0/7 121.0 121.0/8 120.4/10 142.7/33 150.0/93

149.9/52 135.4/24 123.1/9 123.4 122.3/8 145.9/38 156.0/90

146.3/44 123.6/15 124.3/11 124.3 123.6/7 148.3/41 154.5/52 162.3/90

136.2/98 124.6/35 123.7/22 124.7 124.5/8 146.1/32 156.4/85

129.1/58 129.3/31 124.4/24 125.0 124.8/12 129.0/16 155.6/59 148.0/135

Rt Hd Rail Sta-(6854+00)

131.5/54 129.0/27 123.6/22 125.0 124.2/8 127.0/12 128.2/34 137.0/51 147.6/121

140.3/66 130.4/30 123.4/21 125.0 123.4/9 125.0/12 125.8/50 134.4/100

140.8/51 135.1/36 123.1/22 124.9 124.9/5 123.1/8 126.2/12 128.4/34 148.9/86 155.9/110

Ridgewood -

Sta-	+	H.I.	-	Top-of-Tie	
		134.56			
68 57			9.9	124.7	
Check -			1.30	133.26	B.M.#30 - 45' Right
7+50 +75			10.4	124.2 124.0	
8			10.8	123.8	
+50			11.5	123.1	
⊙	1.09	123.99	11.66	122.90	Top Spike Head
9			1.6	122.4	
+50			2.3	121.7	
60			3.2	120.8	
+50			4.1	119.9	
1			4.9	119.1	
+50			5.8	118.2	
2			6.6	117.4	
+50			7.5	116.5	
3			8.3	115.7	109.7 / 72 100.3 / 50 121.1 / 50
+50			9.3	114.7	
⊙	1.66	116.47	9.18	114.81	Top Spike Head
4			2.7	113.8	146.4 / 75
+50			3.7	112.8	
5			4.8	111.7	146.7 / 73
+50			5.7	110.8	
6			6.5	110.0	

Lt- center- Rt-

$\frac{148^{2}}{65}$ $\frac{143^{7}}{50}$ $\frac{137^{7}}{36}$ $\frac{123^{8}}{21}$ 124^{7} $\frac{124^{7}}{5}$ $\frac{123^{9}}{9}$ $\frac{122^{0}}{15}$ $\frac{128^{0}}{21}$ $\frac{128^{4}}{30}$ $\frac{136^{7}}{54}$ $\frac{148^{7}}{98}$

$\frac{130^{3}}{50}$ $\frac{127^{5}}{33}$ $\frac{122^{7}}{24}$ 124^{0} $\frac{123^{6}}{19}$ $\frac{128^{3}}{29}$ $\frac{127^{4}}{56}$

$\frac{128^{1}}{63}$ $\frac{122^{1}}{50}$ 123^{1} $\frac{122^{1}}{7.0}$ $\frac{116^{3}}{16}$ $\frac{118^{8}}{38}$

Fence at 50' — Fence at 83'

$\frac{121^{7}}{97}$ $\frac{116^{6}}{70}$ $\frac{118^{9}}{59}$ $\frac{120^{8}}{11}$ 121^{7} $\frac{121^{7}}{5}$ $\frac{120^{2}}{10}$ $\frac{126^{4}}{20}$ $\frac{132^{5}}{41}$ $\frac{132^{7}}{61}$

$\frac{97^{1}}{65}$ $\frac{100^{9}}{50}$ $\frac{106^{3}}{42}$ $\frac{117^{3}}{23}$ 119^{9} $\frac{118^{9}}{9}$ $\frac{126^{3}}{22}$ $\frac{126^{3}}{36}$ $\frac{117^{8}}{52}$

$\frac{87^{7}}{70}$ $\frac{91^{4}}{44}$ $\frac{118^{5}}{10}$ 119^{1} $\frac{119^{1}}{11}$ $\frac{110^{1}}{23}$ $\frac{96^{8}}{65}$

$\frac{102^{3}}{82}$ $\frac{92^{0}}{56}$ $\frac{99^{9}}{35}$ $\frac{115^{9}}{9}$ 117^{4} $\frac{116^{7}}{11}$ $\frac{75^{9}}{72}$ $\frac{74^{4}}{125}$ Creek at 150' Fence at 90'

$\frac{98^{2}}{38}$ $\frac{102^{7}}{27}$ $\frac{114^{7}}{9}$ $\frac{115^{7}}{5}$ 115^{7} $\frac{114^{8}}{11}$ $\frac{73^{7}}{75}$ $\frac{68^{7}}{110}$ - Creek -

$\frac{120^{3}}{30}$ $\frac{118^{6}}{18}$ $\frac{112^{6}}{13}$ $\frac{114^{7}}{5}$ 114^{7} $\frac{113^{5}}{8}$ $\frac{69^{7}}{90}$ Creek

$\frac{140^{6}}{50}$ $\frac{138^{1}}{43}$ $\frac{111^{0}}{10}$ $\frac{113^{8}}{5}$ 113^{8} $\frac{113^{8}}{5}$ $\frac{113^{2}}{15}$ $\frac{64^{4}}{68}$ Creek $\frac{70^{8}}{100}$

$\frac{134^{7}}{45}$ $\frac{126^{2}}{23}$ $\frac{110^{2}}{10}$ $\frac{111^{2}}{5}$ 111.2 $\frac{111^{7}}{5}$ $\frac{110^{2}}{11}$ $\frac{59^{7}}{50}$ Creek - $\frac{65^{7}}{100}$

113.

Ridgewood-

Sta-	+	H.I.	-	Top of Tie	
		116.47			
6866+50			7.4	109.1	
7			8.2	108.3	
6867+248			8.6	107.9	
⊙			8.70	107.77	On Spike Head

Lt-				center				Rt
$\frac{163^{3}}{100}$	$\frac{149^{3}}{50}$	$\frac{107^{0}}{9}$	$\frac{108^{3}}{5}$	108^{3}	$\frac{108^{3}}{5}$	$\frac{106^{8}}{11}$	$\frac{58^{3}}{60}$	$\frac{55^{3}}{100}$

Rt Hd Rail at Sta - 6867+24

Bolts (Hex Nuts) + Spikes to Complete -

15' Lin Ft - 65# Rail (same as above) Guard Rail & Fillers.

1 - 15' - 65# #10 Frog L.H. Spr Rail

1 - 15' " Sw. Pt. Rail -

1 - L.S.6. Sw. Stand -

Spur to Spur #9 - 468.5 Lin Ft 65# Rail (same as above)

30 " " " " " " " Out of Track -

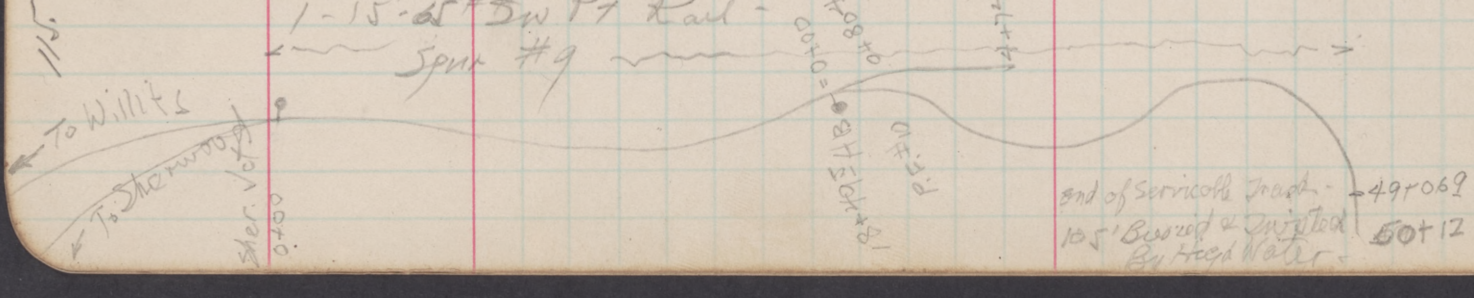
34 Pairs 65# L Bars " " "

475 of 65# Ribbed Tie Plate -

Bolts (Hex Nuts) and Spikes to Complete -

15' Lin Feet - 65# Rail (same as above) Sw. Rail & Fill Bars -

1 - 15' - 65# Sw Pt Rail -



6-15-1914 W. J. R.

1/6 Sherwood Branch - Spur #9

Statement of Material, Length - Etc - Hand Sketch Accompanying -

Sher. Jct - HB Spur to Spur #9

1849.5 Track Ft 65# Steel Rail - Maryland - Sec 236 - 1900 - Add 105 Tr. Ft 65#

124 Pairs 65# L Bars Penn'a Steel Co - " " 1899 Buried at End -

1780 O/S 65# Ribbed Tie Plates -

Bolts (Hex Nuts) & Spike to Complete -

172 Lin Ft 40# Scranton Steel Rail - Guard Rail - No Date -

5 Pairs 40# Fish Plates -

23 Pieces " " Used as Braces -

HB - Spur to Spur #9 to End Spur #9

3042± Track Ft 65# (same as Above) Rail

205 Pairs " # L Bars (Same as Above)

2420 O/S 65# Ribbed Tie Plates

Bolts (Hex Nuts) & Spikes to Complete -

$2+47^{50}$

$6598+31^{53}$ CC-15° Rt

97^{50}

$6597+34^{03}$ BC·T·2 7/8

$2+50^{75}$

Sta-$6594+83^{28}$ EC #13

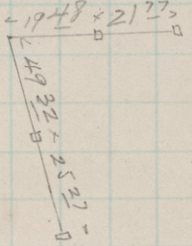
[15° Rt Δ=57°07½'
Length-247.50]

[T-2 7/8 Δ=7°21'
Length-97.50]

T.C. "
S.T. "

Curve #14-Rerun 6-17-14
W.J.K.

B.C.



117.

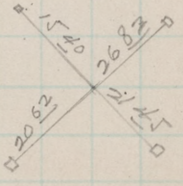
6601+96.20 E.C. #14
97.50
6600+99.20 C.C T-2 7/8
1+00
6599+99.20 C.C. 15° Rt
1+13.85
6598+85.35 C.C. 11°56' Rt
65.0
6598+20.35 C.C. 15° Rt
97.5
Sta-6597+22.85 B.C. T-2 7/8

Curve #14 Run By F. Kwast – 5-28-1914

6601+76.53 EC #14
97.50
6600+79.03 CC T-2 7/8

[T-2 7/8 Δ=7°21'
Length-97.50]

57°49½'
234.82



E.C.

[15° Rt Δ=57°07½'

119.

Station	Note	Lt.					Top Rail Center	Rt			
6601+76.53	EC #14										
Sta 6602+10		-28.1 / 55	-12.9 / 28	-5.7 / 15.5	-2.6 / 12.2	-0.3 / 8.4	0	-0.7 / 7.0	-1.2 / 9.2	-1.8 / 21.8	
6602+60			-23.0 / 50.0	-5.0 / 16.0	-2.0 / 12.5	-0.5 / 6.0	0	-0.6 / 7.0	-1.1 / 9.2	-5.5 / 19.5	-4.7 / 36.5
6603+30			-19.2 / 50	-3.6 / 18.5	-1.7 / 13.5	-0.8 / 5.8	0	-0.7 / 7.0	-1.5 / 10.4	-6.0 / 19.5	-4.7 / 35.3
3+52	W. End Pile Bulkhead.		-44.0 / 65	-27.7 / 37	-8.5 / 9.4	-0.5 / 6.6	0	-0.7 / 8.6	-5.6 / 17.8	-3.6 / 29.5	
6603+56.15	BC #15										
3+60		-35.7 / 65	-10.6 / 37.0	-18.0 / 27.0	-7.5 / 8.0	-1.0 / 6.0	0	-1.3 / 6.5	-7.2 / 13.2	-7.5 / 17.5	-5.0 / 22.2
3+74	E. End Pile Bulkhead.										
6603+80					-35.7 / 65	-1.6 / 11.2	0				

E.C.#15

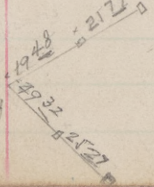
6603+56 15
B.C.#15

175 E of O. Pt.

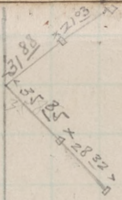
E.C.#14
6601+76 53

121.

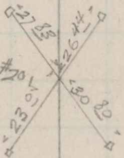
B.C.#14
6597+34 03 T-27/8



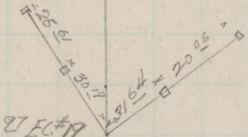
6639+89 21 E.C.#20



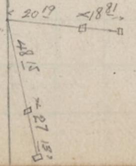
6635+28 43 B.C.#20



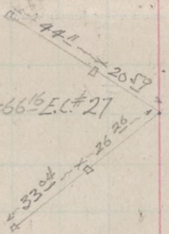
6633+53 27 E.C.#19



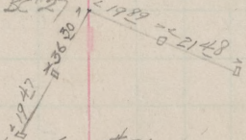
6630+81 47 B.C.#19



6686+66 16 E.C.#27



6683+15 05 B.C.#27



P.I. Set on Curve #26

P.I. Set on Curve #25

Note - Find Curves #23 + #24
Not Yet Staked - W.J.K. 6.10.14.

6708+71 41 E.C.#31

6705+19 52 B.C.#31

6703+56 05 E.C.#30

6697+66 05 B.C.#30

$6628+91^{76}$ E.C. #18

$6625+85^{54}$ B.C. #18

E.C. #16

B.C. #16

$6649+18^{20}$ E.C. #22

#22

$6646+67^{37}$ B.C. #22

$6644+81^{19}$ E.C. #21

$6641+57^{30}$ B.C. #21

$6695+88^{00}$ =
$6695+88^{47}$ = E.C. #29

$6691+84^{10}$ B.C. #29

$6690+50^{00}$ E.C. #28

$6687+70^{83}$ B.C. #28

$6719+00^{45}$ B.C. #33

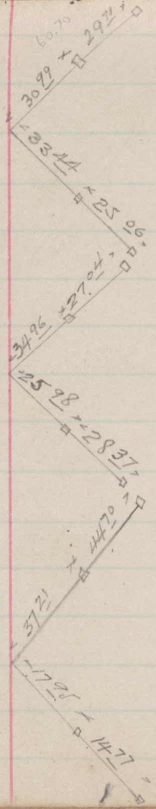
$6717+85^{03}$ E.C. #32

$6713+70^{20}$ B.C. #32

6728+83^{40} E.C. #34

6724+54^{73} B.C. #34

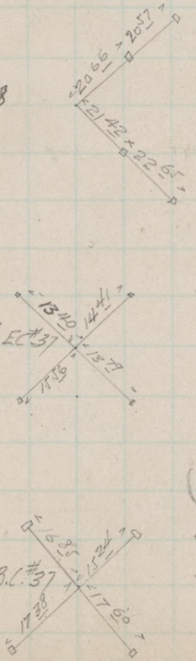
6722+67^{45} E.C. #33



6761+15^{39} B.C. #38

6756+22^{23} E.C. #37

6752+85^{35} B.C. #37

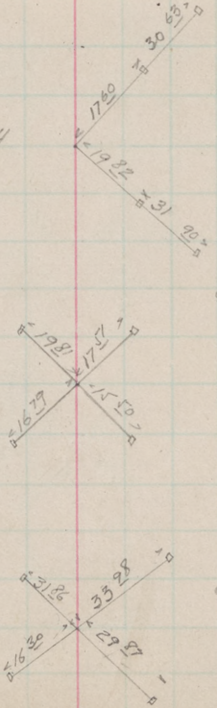


6784+22^{67} B.C. #41

6781+01^{21} E.C. #40

(6777+65^{97} B.L.)

6677+65^{88} B.C. #40

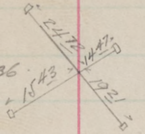


6810+19^{03} E.C. #43

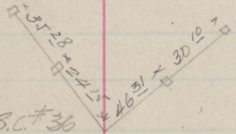
6807+09^{70} B.C. #43

123

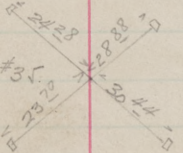
6750 + 97.43 E.C. #36



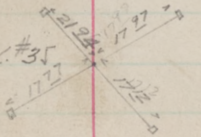
6744 + 59.57 B.C. #36



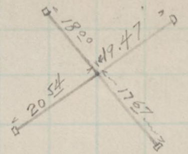
6735 + 61.03 E.C. #35.



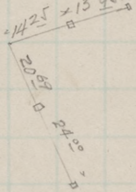
6730 + 50.12 B.C. #35



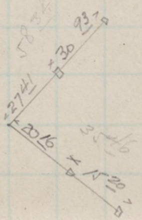
6773 + 79.23



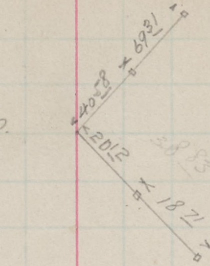
6770 + 65.10 B.C. #39



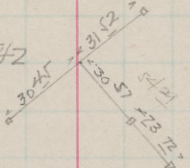
6768 + 27.05 E.C. #38



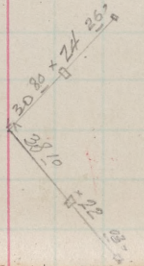
6798 + 91.97 E.C. #42.



6795 + 37.30 B.C. #42



6791 + 64.34 E.C. #41



Curve #24

Sta. 6667+09'	H.B. West Switch Hillpass		
52.05	Tangent.		
6666+57.05	E.C.		92.50 West from P.I. along East Tang. Produced - R.P.
2 40			Note - Curve #22 - 0°8' Less Δ In Main Curve.
6664+17.05	C.C. T-1	S.T. = 270.85' Δ = 13°29½'	" #23 Eliminated
59.81			Throws Trestle #127K 1' to Rt.
6663+57.24	C.C. 4°30' Rt		Change Involves 250 Cu. ft. Fill
2+40			" " 100 " " Cut.
6661+17.24	B.C. T-1		Trestle Chan

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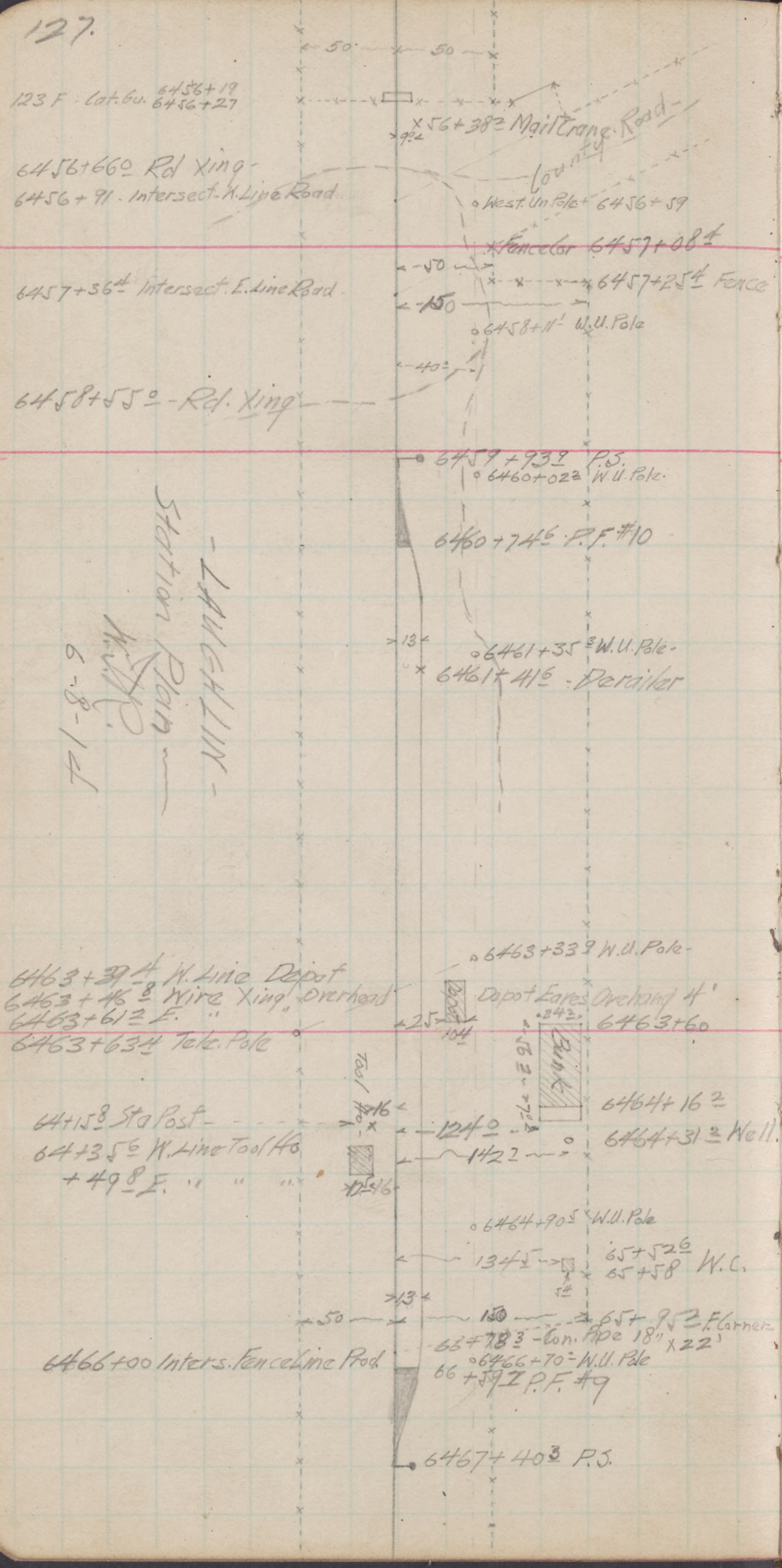
Curve #14


123 F · Lat. Gu. 6456+19 6456+27
50
50
56+38 2 Mail Crane · Road
9 2
County · Road
6456+66 0 Rd Xing
6456+91 · Intersect · W. Line Road
West. Un Pole + 6456+59
Fence Cor 6457+08 4
50
6457+25 4 Fence
6457+36 4 Intersect. E. Line Road
150
6458+11 1 W.U. Pole
40 2
6458+55 0 · Rd. Xing
6459+93 9 P.S.
6460+02 2 W.U. Pole
6460+74 6 P.F. #10
13
6461+35 3 W.U. Pole
6461+41 6 · Derailer
· LAUGHLIN ·
Station Plan
7-1-8-9
6463+33 9 W.U. Pole
6463+39 4 W. Line Depot
6463+46 8 Wire Xing, Overhead
6463+61 2 E. "
6463+63 4 Tele. Pole
Depot Eaves Overhang 4'
25
104
24 2
6463+60
Bunk
Tool
6464+16 2
64+15 8 Sta Post
124 0
6464+31 2 Well
64+35 6 W. Line Tool Ho
142 2
+49 8 E. " " "
6464+90 5 W.U. Pole
134 5
65+52 6
65+58 W.C.
13
50
150
65+95 2 F. Corner
66+78 3 · Con. Pipe 18" x 22'
6466+00 Inters. Fence Line Prod.
6466+70 2 W.U. Pole
66+59 1 P.F. #9
6467+40 3 P.S.

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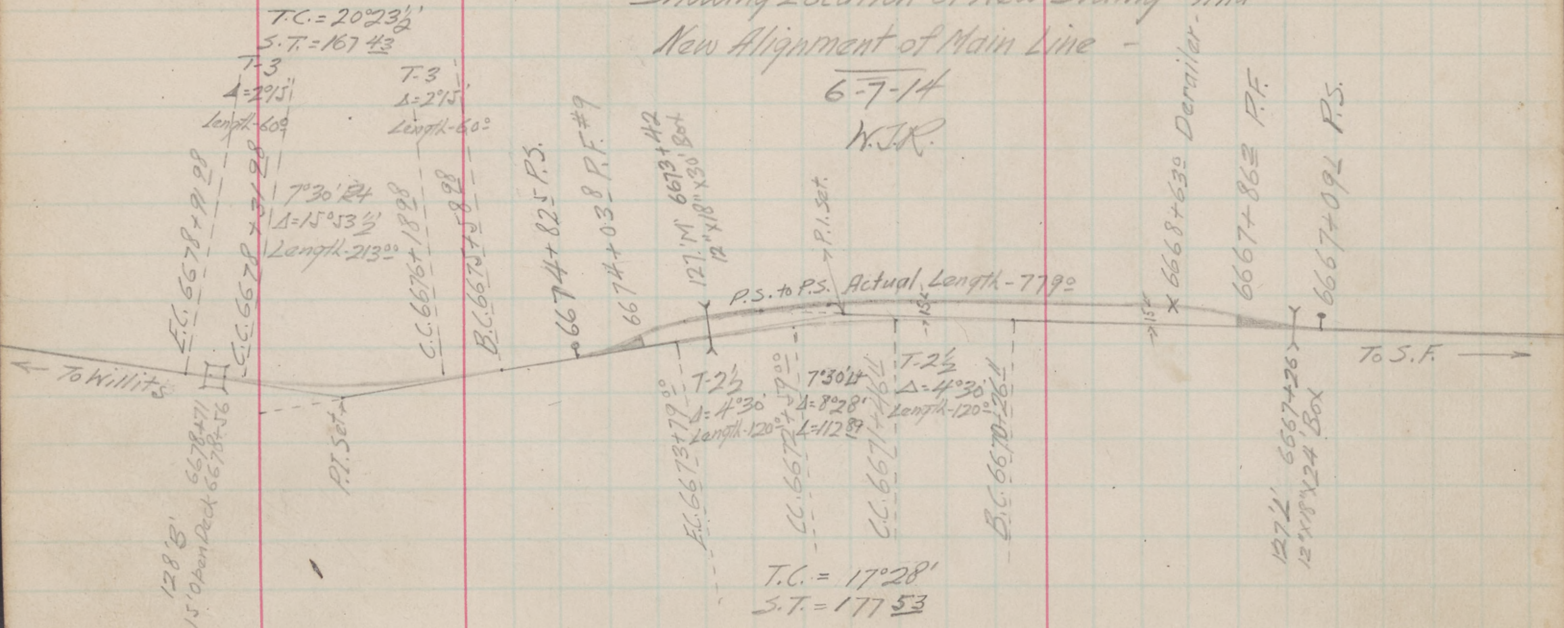
— HILPASS —

Showing Location of New Siding And New Alignment of Main Line —

6-7-14

W.J.R.



Friday - June 5, 1914 -

Curve #25

6670+26"	B.C. T-2½	T-2½ Δ=4°30' Length=120.00	
6671+46"	C.C. 7°30' Lt		
		7°30' Lt Δ=8°28' Length=112.89	P.I. - Set.
6672+59.00	C.C. T-2½	T-2½ Δ=4°30' Length=120.00	
6673+79.00	E.C.		

T.C.=17°28'
S.T.=177.53

Curve #26

6675+58.98	B.C. T-3	T-3 Δ=2°15' Length=60.00	
6676+18.98	C.C. 7°30' Rt		
		7°30' Rt Δ=15°53½' Length=213.00	P.I. - Set.
6678+31.98	C.C. T-3	T-3 Δ=2°15' Length=60.00	
6678+91.98	E.C.		

T.C.=20°23½'
S.T.=167.43

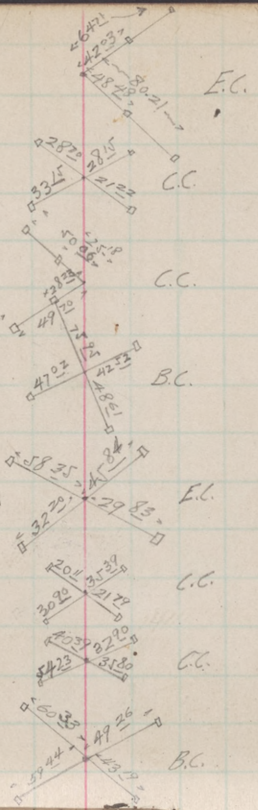
124

Curve #2.

Sta. 6480+81.84	E.C.	[T-3 Δ = 4°30' Length = 90.00]	T.C. = 29.84
6479+91.84	C.C. T-3	[10°00' Lt Δ = 20.04 Length = 200.67]	S.T. = 193.80
6477+91.17	C.C. 10° Lt	[T-3 Δ = 4°30' Length = 90.00]	
6477+01.17	B.C. T-3.		

Curve #1

6472+72.52	E.C.	[T-3 Δ = 4°30' Length - 90.00]	T.C. - 42.10
6471+82.52	C.C. T-3	[10°00' Rt Δ = 33°10' Length - 331.67]	S.T. - 266.31
6468+50.85	C.C. 10° Rt	[T-3 Δ = 4°30' Length - 90.00]	
6467+60.85	B.C. T-3		



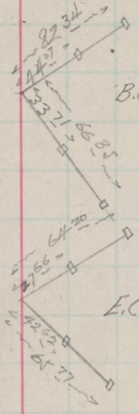
Friday June 5 1914 -

		[14°06' Lt Δ=24°42' / Length=175.17]	T.C.= 175.17
6495+34.78	C.C. 14°06' Lt	[T-3 Δ=9°45' / Length=138.00]	
6493+96.78	B.C. T-3		518.65

Thursday-June 4, 1914-

Curve #3

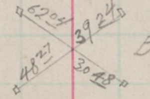
6488+78.13	E.C.	[T-2¾ Δ=1°48' / Length=60.00]	
6488+18.13	C.C. T-2¾		
		[6°00' Rt - Δ=17°51½' / Length=297.64]	T.C.=21°27½' / S.T.=21½°
6485+20.49	C.C. 6° Rt	[T-2¾ Δ=1°48' / Length=60.00]	
6484+60.49	B.C. T-2¾		



94+50 to
95 to

B.C.=1.29 East of Williams' B.C.

.38' East of Williams' E.C.



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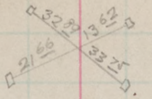
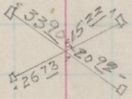
132.

Curve #5

Sta 6528+67.87	E.C.	[T-3 Δ=2°15' Length-60.00]	
6528+07.87	C.C. T-3		
		[7°30' Rt Δ=15°12' Length-202.67]	T.C. 19°42' S.T. -162.67
6526+05.20	C.C. 7°30' Rt	[T-3 Δ=2°15' Length-60.00]	
6525+45.20	B.C. T-3		



E.C.

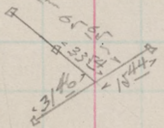


B.C.

Wednesday, June 3, 1914.

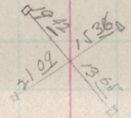
Curve #4

6507+32.59	E.C.	[T-3 Δ=9°45' Length=138.00]	
6505+94.59	C.C. T-3		
		[14°00' Lt Δ=123°51' Length=884.64]	168°03'
6497+09.95	C.C. 14°00' Lt		



E.C.

Note - T-3 to a 14° Curve
Total Ford. Defl. Δ 3°34'
" Back " " 6°11'
Long Chord = 137.84



C.C.

[14°06' Lt Δ=94°42'

Monday, June 1, 1914.

Curve #7

Sta 6543+18.23	E.C.	T-2 Δ=6°18' Length-180.00
6541+38.23	C.C. T-2	7°00' Rt Δ-10°24' Length-148.57
6539+89.66	C.C. 7° Rt	T-2 Δ=6°18' Length=180.00
6538+09.66 = / 6538+07.03 =	B.C. T-2	

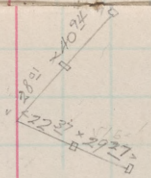
T.C. - 23°00'
S.T. - 256.95

Tuesday, June 2, 1914

Curve #6

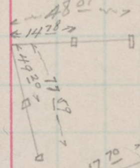
6536+79.67	E.C.	T-4 Δ=5°37½' Length-75.00
6536+04.67	C.C. T-4	15°00' Rt Δ-35°05' Length-233.88
133 6533+70.79	C.C. 15° Rt	T-4 Δ=5°37½' Length-75.00
6532+95.79	B.C. T-4	

T.C. 46°20
S.T. - 201.40



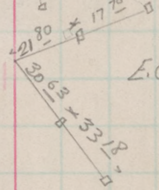
E.C.

✓



B.C.

New B.C. .40 East of Old B.C.



E.C.

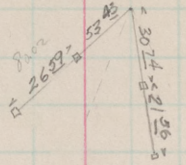
B.C.

Curve #9 - Cont.

134

Sta 6558+85.74	C.C. 4° Lt	[4°00' Lt Δ = 6°12' Length = 155.00] [T-2 Δ = 1°48' Length = 90.00]	T.C. = 9°48' S.T. = 167.87
6557+95.74	B.C. T-2		

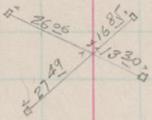
P.I.



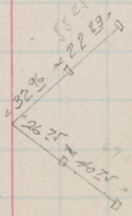
Curve #8

6549+64.88	E.C.	[T-3 Δ = 11°15' Length = 150.00]	
6548+14.88	C.C. T-3	[15°00' Rt Δ = 31°35' Length = 210.56]	T.C. - 54°05' S.T. - 271.69
6546+04.32	C.C. 15° Rt	[T-3 Δ = 11°15' Length = 150.00]	
6544+54.32	B.C. T-3		

E.C.



B.C.



~~6691+94^01~~	B.C. T-4	[Length = 75^00]

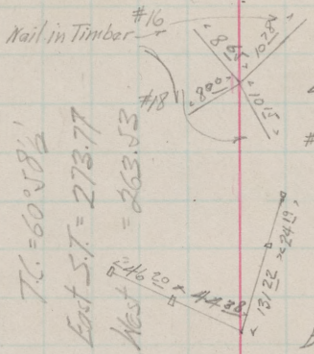
Curve #10

6575+45 84	E.C.	[T-2⅞ Δ = 7°21' Length = 97^50]
6574+48 34	C.C. T-2⅞	= [15°00' Rt Δ = 48°00' Length = 320^00]
6571+28 34	C.C. 15° Rt	= [T-4 Δ = 5°37½' Length = 75^00]
6570+53 34	B.C. T-4	

T.C. = 60°58½'

East S.T. = 273.77

West = 263.53



#15

E.C.

#19

B.C.

[Note - Tunnel Sets Numbering from East End & Counting 6-Segment Arch Sets Only -]

[Note - Fo'd Total Defl. Δ
On T-2⅞ to a 15 = 2°36'
Back Defl. Δ = 4°45']

✓

Saturday, May 30, 1914 -

Curve #9

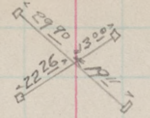
6561+30 74	E.C.	[T-2 Δ = 1°48' Length = 90^00]
6560+40 74	C.C. T-2	

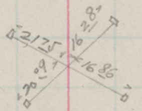
✓

130

Curve #11

Sta. 6580+16.67	E.C.	[T-4 Δ=5°37½' Length=75.00]		
136. 6579+41.67	C.C. T-4			
		[15°00' Lt Δ=27°05' Length = 180.56]	T.C. = 38°20'	S.T. = 170.63
6577+61.11	C.C. 15° Lt	[T-4 Δ=5°37½' Length- 75.00]		
6576+86.11	B.C. T-4			





✓

Friday, May 29, 1914.

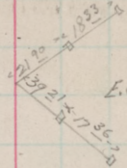
~~Curve #29~~

Sta 6698+78.55 = / 6698+77.34 =	E.C.	[T-4 Δ=5°37½' Length=75.00]		
6695+02.34	C.C. T-4			
		[14°45' Lt Δ=34°10' Length = 233.33]	T.C. = 45°25'	S.T. = 201.98
6692+69.01	C.C. 14°45' Lt	[T-4 Δ=5°37½'		
6691+94.01	B.C. T-4	Length = 75.00		

Restaked July 7, 1914 W.T.R.

Notes-Page

Curve #13

Sta.				
Sta. 6594+83^{28}	E.C.	[T-2½ Δ = 11°33' Length = 200^{00}]	T.C. = 50°36'	 E.C.
6592+83^{28}	C.C. T-2½	[11°30' Lt Δ = 27°30' Length = 239.13]	S.T. = 336.88	[Note - Total Ford Taper Defl. Δ = 4°07' Back " " = 7°26' L. Ch. = 199^{63}.] ✓
6590+44^{15}	C.C. 11°30' Lt	[T-2½ Δ = 11°33' Length = 200^{00}]		
6588+44^{15}	B.C. T-2½			×

Thursday - May 28, 1914 -

Curve #12

Sta. 6587+82^{95}	EC	[T-2½ Δ = 6°45' Length = 150^{00}]	T.C. = 27°12'	✓
6586+32^{95}	C.C. T-2½	[9°00' Rt Δ = 13°42' Length = 152^{22}]	S.T. = 229.44	⊙ P.I. - Set - 2"x2" Stake & Tack
137. 6584+80^{73}	C.C. 9°00' Rt	[T-2½ Δ = 6°45' Length = 150^{00}]		
6583+30^{73}	B.C. T-2½			

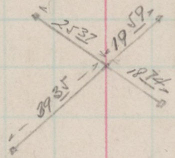
138 Laughlin-Ridgewood — Curve Centers for Rail Renewal — P-1354

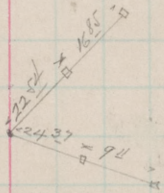
Curves Numbered From Laughlin Eastward.

Wednesday, May 27, 1914

Curve #17

Sta. 6623+	E.C.	T-4 Δ=5°37½′ Length - 75.00	
6622+	C.C. T-4		
		14°45′ Lt Δ=53°26′ Length=362.26	T.C. = 64.44 S.T. = 283.51
6619+	C.C. 14°45′ Lt	T-4 Δ=5°37½′ Length= 75.00	
6618+	B.C. T-4		





✓

4+07.3 = 0+00

Lt Rail Rt Rail

℄-℄ 23.3 0+00 0+24.6 other Rail

0+59.4 End Lt Rail

0+89.7 Beg " "

2+36 - End Both Rails

.0325 ' Base

2 - additional 30's on [illegible]

36.90
1912.32
24.6

100.4
75.4
25

98.5
75.4
23.1